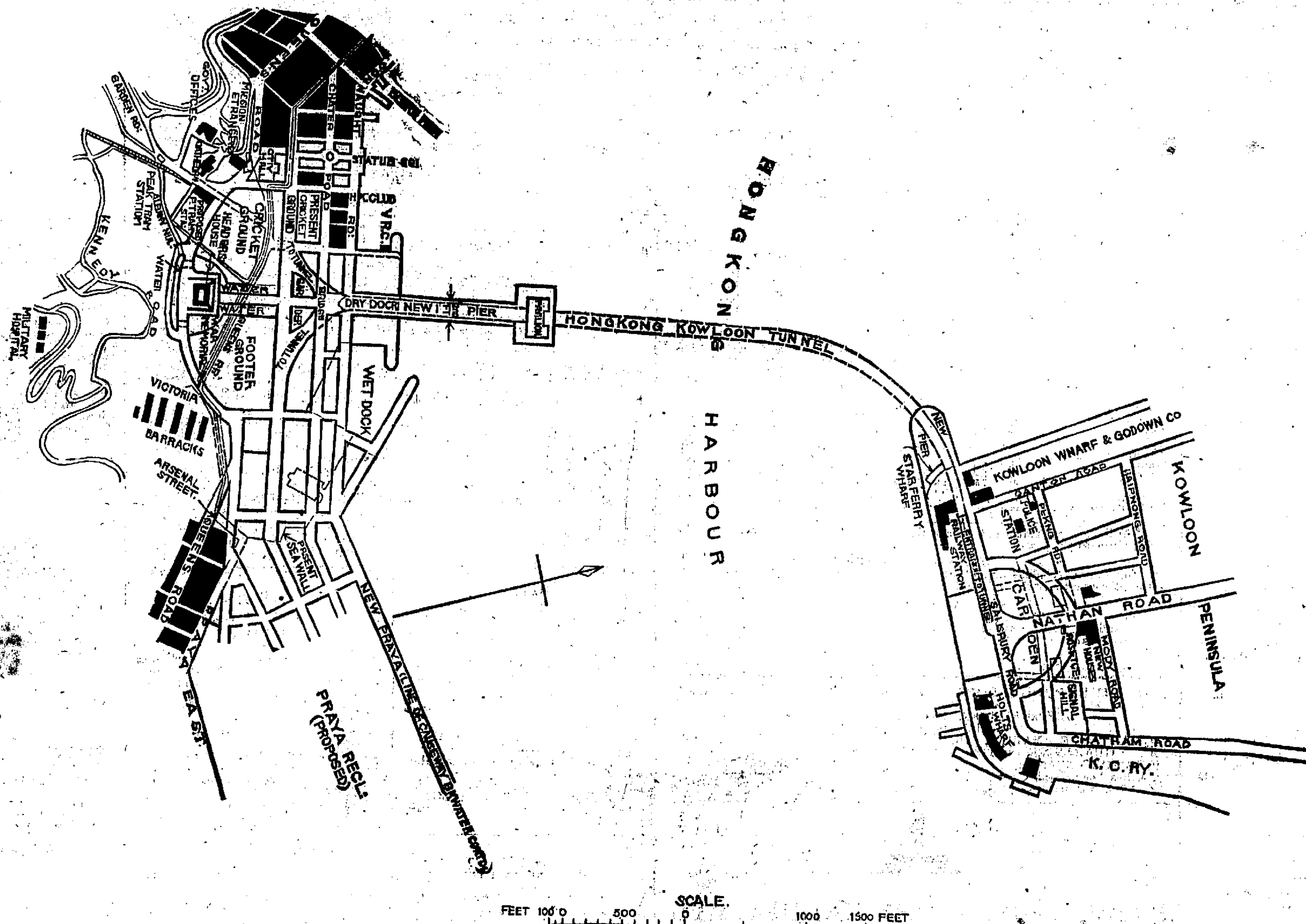


THE VICTORY MEMORIAL.

PLAN SHOWING SUGGESTED SITE FOR VICTORY MEMORIAL AND OTHER IMPROVEMENTS.



[To THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir, I beg to enclose herewith a plan showing my idea of what would be a suitable site for a War Memorial. The plan also shows suggestions for developing the surrounding area on a systematic and convenient plan, while at the same time emphasizing the importance we attach to our War Memorial.

None of the schemes that have appeared in print, so far, provide for a setting on a scale correspondingly grand as compared with the imposing spectacle we wish to make of the Memorial itself.

No thought seems to have been given to the development that must take place, sooner or later, of the Naval and Military reserves, which stand like obstructive giants across the natural path of the city's development. Surely now is the time to make a move in this direction.

It is rumored that the naval authorities are considering removal to a more suitable site. We might help them to come to a decision by putting before them a complete and comprehensive scheme for dealing with their land if they will dispose of it—something to show the advantage that can be taken of it. The military authorities, too, would see how they can assist; moreover they should not stand in the way of a War Memorial, if it is possible for them conveniently to accommodate themselves elsewhere.

My plan is not, really a proposal for the Memorial, but is a scheme for providing a site and setting for such structure. Decide upon your site, and you will the more easily settle the form of the Memorial.

No limit has yet been stated for the cost of the Memorial, but it was hinted by the Chairman, at the first meeting of the general committee, that a large figure should be aimed at. Why then put so much money and labour and such an important structure on a flat unattractive piece of ground surrounded

by nothing in particular? Are we to be content just to dump our Memorial on to the so-called "best site"—that is, the best site ready and available—and follow the footsteps of those who dumped the Courts of Justice into its ready-made corner, regardless of consideration as to suitability of site to style of architecture? Or shall we do all we can in order that we may be justly proud of our effort?

A good picture should be suitably framed to show to the best advantage. The same may be said in regard to buildings; they must have a suitable setting or framing in order to display themselves to advantage. Let us make our Memorial a central feature of a theme, the hub of our civic life; let it form the outstanding block that will draw the eye of all.

A better position than that shown on the plan could not be found anywhere, in the writer's opinion, and the cost of preparing would be moderate if not small.

The setting, too, is plain sailing so far as the making of it is concerned, and it has the advantage of providing in its train much-needed features and improvements, viz., linking up East and West, providing valuable business building sites, recreation grounds, approaches for a tunnel to Kowloon, sites for statues, etc., and possibly it may open up numerous sites, valuable for dwellings.

The following is a general explanation of the proposals shown on plan.

THE SITE FOR THE MEMORIAL.

This would be formed on the spur or ridge upon which is now situated the residence of the G.O.C., and could be made to any size up to about that of the present Hongkong Cricket ground.

The level of the site would be somewhere about one hundred feet above sea-level.

The spur would be trimmed off to suit requirements of site, and the resulting cuttings, supported by well-battered re-

taining walls, architecturally treated and perhaps built in two or tiers or steps.

The base of the retaining-wall would spring from surrounding ornamental waters, whose supply would be obtained from another similar feature, south of, and level with, the memorial site.

The Albany nullah would be diverted to flow into this feature. The upper waters might, perhaps, be arranged to reach the lower by means of a cascade on either side of the memorial site. The Memorial would be reached by a diversion of Queen's Road, as described under the heading "Roads."

RECREATION GROUNDS.

These are formed out of portions of the present Cricket ground, Parade ground, Queen's Road, Garden Road, Naval Yard, Murray Barracks, Ordnance Stores and Depot, and would probably best arrange at a level of from twenty to twenty-five feet above sea-level, leaving the Memorial in a commanding position some eighty feet above.

The Recreation grounds are of generous dimensions.

The ornamental waters surrounding the memorial site are continued along one side of the Recreation grounds up to Des Vaux Road extension.

The south side of the grounds is bounded by retaining-walls supporting Queen's Road diversion.

ROADS.

Queen's Road is to be diverted commencing at the Hongkong and Shanghai Bank. Beaconfield Arcade disappears, and the site is used for the diversion. Proceeding southward on a curve and an incline of about 1-15, the road cuts through the centre of the Parade ground meeting Garden Road just below the Cathedral close, thence through the centre of Murray Barracks, across Albany nullah, which is to be diverted to supply the ornamental waters; as before described. Arriving at the grounds of the

General's house (the memorial site) the road is widened and split to surround the aquacious feature, whereafter it continues its curve on a down grade through Scandal Point, which will have to be slightly cut, through the R.E. Store and Yard, meeting Queen's Road East at the Soldiers' Club and occupying part of the Naval Yard grounds. The curve of the diversion, forming a symmetrical approach from east and west to the memorial site, terminates in the Victoria Barracks. From this point the new road continues the line of the present Queen's Road (as it passes the banks) meeting Queen's Road from the East slightly continued, in the Barrack square and proceeding through the Naval Arsenal across Arsenal Street, which disappears, and through Blue Buildings, opening on to the present Praya East. Its further course does not come into this scheme.

The area to the south of this road have not been considered except that a suggestion for placing the Peak Tram station alongside the diversion is shown. Many roads and other improvements could be effected.

Des Vaux Road.—This road continuing in its present line as it passes the Hongkong and Shanghai Bank, City Hall, etc.—will cut through the middle of the present Cricket ground, carrying straight on through Naval and Military grounds until it reaches the site of the proposed Praya reclamation opposite Arsenal Street. This road would have to be graded to allow of suitable approaches to the Kowloon Tunnel, whilst at the same time meeting easily the level of central avenue.

Chater and Connaught Roads will continue in their present lines parallel with Des Vaux Road to the proposed Praya reclamation, both, perhaps, rising slightly from east and west to meet the central avenue level, the former crossing the tunnel entrance by means of a bridge, which would also form the tunnel entrance.

The central avenue is a three-lined feature at least one hundred feet wide, continuing the line of the pier and tunnel up to the foot of the memorial. It is flanked on either side by ornamental waters as it passes through the recreation grounds.

THE PIER.

This feature is not, perhaps, necessary but would allow of better approaches and grades in the tunnel, and it would better complete the general scheme, providing a handsome vista leading the eye up to the War Memorial.

It utilizes the existing Naval reclamation scheme as its shore end. The new portion should be 150 to 200 wide, formed with masonry sea-walls and a core of stone and earth filling. Openings for waterways could be formed if and where necessary.

A pavilion at the end for entertainments would be useful and ornamental. Some might prefer a statue emblematic of the downfall of Prussianism, and the pier, as a whole, would form an elegant official landing-place.

THE TUNNEL.

This and the pier above it are works which could be carried out, if necessary, after the other part of the scheme had been completed.

The naval dry dock is a ready-made opening from which, after a little adapting, the tunnel could probably commence its submarine course towards Kowloon, where it is shown to emerge opposite the end of Nathan Road after travelling under, and parallel with, Salisbury Road as far as possible, thence (as a cutting) occupying a portion of the south side of the road.

A prolongation of Salisbury Road and the present south sea-wall provides a pier, which allows the tunnel a more easy rise towards the surface.

A suggestion for amending the Kowloon roads is shown and might be an improvement.

On the Hongkong side is shown a ready-made launch typhoon shelter that has not yet been mentioned, in the shape of the present naval wet dock.

This concludes a rough description of the proposals shown on the plan; the sites resulting from the arrangements may be apportioned as desired. As for buildings, when erected, it should be compulsory for each complete block to be formed to one complete design only.

There may be those who are impatient to see the memorial take practical shape; they will object to the scheme on account of the time that must, apparently, lapse before anything practical can be done. Let such ask themselves whether the result of success would be worth the delay. In this behalf it need not be taken for granted that much time will be lost in discovering whether the Imperial lands will be available or not.

Others may object that the centre of gravity, so to say, of the business part of the city will be shifted. This might be so, but there is at the same time a much-needed extension of the business area. The reply appears to be that, whenever the sites are available the business area will develop upon them.

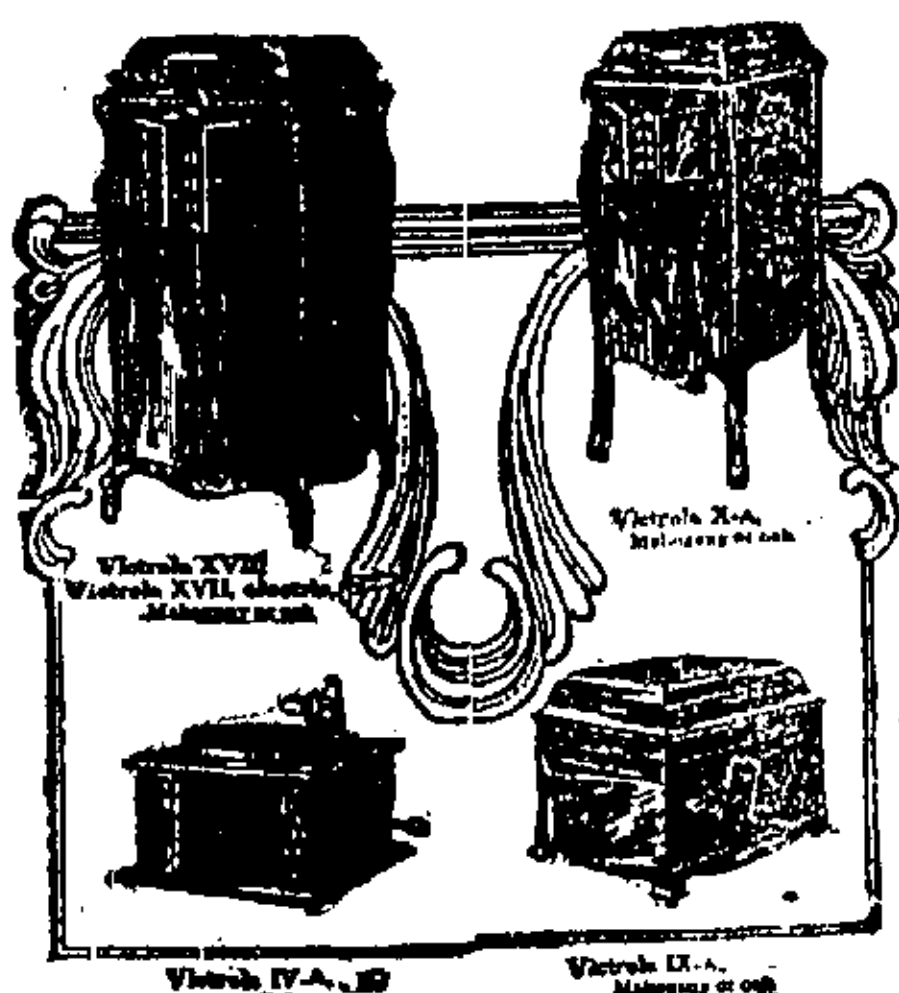
All such objections need do is to discover the availability or otherwise of the land, and decide whether the proposals shown are improvements or not. Whether the Chinese memorialists are combining for a single memorial, or whether they are having one all on their own, is not known. If the former be the case they may be able to raise special objections. It may be of interest to them to hear that one of their number who has seen the plan considers that an improvement in respect of "Fung Shui" would be effected.

No estimate of the cost of the scheme is possible without going more thoroughly into details, but, aside from any sums required by the Imperial Authorities, it is estimated that all expenses, including perhaps the cost of the tunnel, would be recoverable on the value of the land rendered available for building purposes.

Without claiming that the aims and objects herein described will be accomplished by the scheme, I think you may be sure that they are worth trying, and that they will raise some enthusiasm for a complete scheme of some description. I am, Sir, yours faithfully,

P.S.—When all the roads and sites have been completed they might be utilised for a Blue-Prints Imperial Exhibition in conjunction with the inauguration ceremony.

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[103]

BOLSHEVİK EDUCATION. THE SOVIET IN THE SCHOOL.

A German schoolmaster who was teaching in a Russian gymnasium (high school) contributes to the *Grenzboten* some interesting details of his experiences under the Bolshevik régime. At first the advent of Lenin to power brought no change in the life of the school, but presently it was announced that freedom of speech and of assembly was to be introduced for both boys and girls. With this object the educational management of the district called a meeting of the scholars. There at once demanded the abolition of all control by the teaching staff outside actual class hours, and liberty to smoke both in the streets and in the school-rooms. The more moderate of the boys and girls, however, said they would be satisfied if a special smoking-room was allotted for the upper classes. It was also demanded that class teachers should be elected by the pupils, that unpopular teachers should be dismissed, and that the scholars should have a voice in determining the curriculum.

After this general gathering, every school had a meeting all to itself, and soon the walls of the class rooms and corridors were stuck all over with manifestoes and appeals of the most varied character. The teachers were not allowed to interfere with these juvenile politics, and at one gymnasium the room in which the pupils held their meetings was guarded by sentries with rifles and revolvers. In another school the teaching staff protested against the mockery of its authority by a strike.

The meetings of pupils were followed by gatherings of parents who were asked to elect delegates to attend the instruction and see that everything was done in accordance with their wishes. Next the school servants were given a right of control, as "representatives of the people," with the title of "councillor." None of the teaching staff could draw salary or go on leave without the signature of two of these "school councillors." At a girls' gymnasium the head mistress was replaced by a servant, and the class mistresses by charwomen. Finally a decree was promulgated dismissing all teachers on July 1st. New appointments were made in the autumn by a body consisting of representatives of the "Communist Party for Popular Enlightenment," of the municipality, of the local Workmen and Soldiers' Soviet, of the parents and pupils, and of the school servants.

Sweeping changes were made in the gymnasium curriculum. Not only was religion omitted, but it was expressly forbidden as a school subject. Latin and Greek were completely dropped. Modern languages were restricted to translation into Russian, with the option between English, French, and German. For the Russian language, the new method of spelling which is known as the "peasant orthography," was introduced. Geography was limited to that of Russia. In Russian history the past was dealt with only in broad outlines, and attention given almost exclusively to the events of the Revolution. Orders were given that in foreign history the French Revolution was to be taught with special care. The whole curriculum had been considerably reduced; the first class has already been abolished, and two or three others are marked for suppression.

Co-education is to be general. It is being introduced by putting new boys into girls' schools and vice versa. The process is to continue till there are equal numbers of boys and of girls in every class. All criticism of the knowledge of the pupils by reports is forbidden. The teachers may not "upset the pupils or excite their nerves" by putting questions to them or requiring them to do written work. If a pupil wishes to have his knowledge tested, he gives the teacher notice before the lesson, stating on what subject he desires to be questioned. Promotion goes by "general maturity," and is decided by a vote, in which the pupils take part. It is left to the children to choose which school they will attend; the parents have no say in the matter. Supervision is carried out by pupils who are elected for the purpose by their classes.

THE EUGENIC MARRIAGE. NORWAY'S NEW LAW.

Some interesting details are given by the *British Medical Journal* of the new marriage law which came into force in Norway at the beginning of this year. In some of its provisions it represents the boldest attempt to put into practice eugenic principles. It lays down, among its numerous provisions, that no man under 20, and no woman under 18, may marry without the consent of the authorities. Birth and baptism certificates must be produced before the banns are published, and, under certain conditions, contracting parties may be required to show that they have not been insane. Both must declare in writing that they are not suffering from epilepsy, leprosy, or any venereal disease in an infectious form. In the alternative the subject of any of these diseases must prove that the other party to the marriage contract is cognisant of the fact, and that both parties have been instructed by a doctor as to the dangers of the disease in question. The doctor concerned is not to be sued by professional secrecy, and is bound to interfere if he knows that any one of these diseases is being concealed by either side. A written declaration must also be given by the candidates for marriage as to previous marriages and to children born to them out of wedlock. The marriage may be nullified if it is subsequently proved that insanity or any of the above diseases have been concealed, or if an incurable morbid condition, incompatible with married life, exists. Dissolution of the marriage may also be claimed if false declarations have been made or obstacles concealed, and for various other causes.

ST. PAUL'S INSTITUTION, CAUSEWAY BAY.

ANNUAL DISTRIBUTION OF PRIZES.

Mrs. C. Montague Ede distributed the prizes to the pupils of St. Paul's Institution, Causeway Bay, yesterday evening, in the presence of a fair gathering of relatives and friends of the pupils. The large school-hall, gaily decorated, presented a picturesque scene.

The proceedings opened with a well-executed pianoforte duet, "Les Noces de Figaro" (Mozart) by the Misses P. & E. See Chin. The pupils, assisted by Mlle. S. Tournier at the piano, then rendered "Chœur de Chant Français." This was followed by a violin solo "Kujawiak," by Miss Rosebud Young, who was accompanied by Miss V. Young. An action song "Pit Pat," by Miss Marjorie Stewart of "Pinkie and the Fairies" fame, assisted by the Misses C. Smith and L. Rocha, was one of the best items on the programme. Miss Rosebud Young, also, gave the recitation "Hearts of Oak." After the report had been read and the prizes distributed, "The Flag of Victory" was sung by the pupils, Miss G. Brock ("Britannia") being the soloist, while Mlle. S. Tournier represented France. The accompaniment was played by Miss F. Hamilton.

THE REPORT.

The report, read by the Rev. Fr. de Marie, was as follows:—

I have much pleasure to record the fact that since the school has moved into its new premises, its activities and the number of pupils has steadily increased. In 1917, the year of its removal, the highest number on the rolls was 164. In 1918, the maximum was 176, and the rate of increase has since further appreciated, the actual number of scholars on the registers for 1919 being 180.

Mr. F. Ralphs, Inspector of English Schools, carried out his usual annual inspection in June last. He reported on the school-rooms as being very spacious, well-furnished, and in every way suitable. His report of the discipline was very good, and the same commendation was applied in all the classes to that very important subject, the English language; the reading and conversation being very good, and the recitation, in some cases, exceptionally good and much above the average. The special class for Chinese girls beginning the English language is still in a flourishing condition, and now counts 25 pupils.

The written work throughout the school was found to be very good and again showed an improvement on the previous year. As a result of the inspection of the school, the highest grant was again awarded.

In accordance with Government requirements, a medical inspection of the school and of the pupils was conducted by Dr. S. Strahan, who reported the pupils to be in very good health and the sanitary conditions of the buildings excellent.

Candidates from the higher classes were presented for the Oxford local and Hongkong University examinations, and 10 of the girls obtained certificates.

The results of the elementary shorthand examinations have just arrived from England, and the 10 pupils presented have all passed and obtained certificates. A very useful acquisition was made by the school during the past year, in the form of two very good type-writers, which enable those of the pupils who desire it to acquire a knowledge of that important art.

The Lugard Scholarship has been won this year by Miss Doris Windebank, who passed the Oxford Preliminary examination as an under-age candidate. Besides the ordinary school work, the pupils have taken a keen interest in war work, giving willing help in several directions.

The pupils took part, as usual, in the sports held under the auspices of the Hongkong Public Schools' and St. Joseph's College, and won 1st and 2nd prizes in several events.

Special prizes for good conduct and application have been presented by the Rev. Father L. Robert to the following pupils:—The Misses Ruby Young, Phyllis See Chin, Ina Simpson, Laura Lobato, Lily Ferguson, Margaret Pau, Anna Soenderman, Antoinette Dolente, and Betty Steel.

The Rev. Mother Superior and Staff wish me to convey their grateful thanks to the following gentlemen, who very kindly contributed towards the prize fund:—Hon. Sir Paul Chater, Kt., O.M.G., Hon. Mr. C. M. Ede, Hon. Mr. D. Landale, Sir Ellis Kadorie, Kt., Hon. Mr. Lau Chu Pak, and Mr. M. Manuk.

They wish to thank Mrs. Ede very much for so graciously consenting to distribute the prizes, and also all the friends and parents for their kind presence here to-day.

THE PRIZE LIST.

The following was the prize list:—
INFANTS.

Class B.—Irene Nolan, Jack Johnson, Ean Evans, Ellen Meostini, Albert Nissim, Routh Sum, and Raymond Heyching.

Class A.—Audrey Steel, Alma O'Hoy, William Nolan, Kathleen McEwen, Georgio Chew, Sylvia Heyching, Jeannette Cornelinsson, Elsie Simpson, Marjiam Curreen, Zina Laihovetsky, Stanley Olson, Susan Greenfield, Kathleen Mackay, Henry Pau, Robert Wilkinson, Sheik Ismail, Rose Pau, Wilfred Aycock, Harold Wing Lee, Gracie Goldfinch, Gladys Johnson, Gladys de Souza, Kathleen Kaur, Lily Barretto, and George Heyching.

LOWER CLASSES.

Class 8.—Betty Steel, Mary Lamb, Sharifa Ismail, Florrie Nissim, Jessie Johnson, Fatima Curreen, Minnie Liu, Hilda Solomon, Nancy McEwen, Marjorie Hansen, Dora Stewart, and Joan Crispin.

Class 7.—Anna Soenderman, Antoinette Dolente, Simone Tournier, Winnie Ng, Frances Heyching, Alice Chan, Meimma Karavana, Emily Landolt, Fanny Wong, Yvonne Carrette, Gilberte Tournier, Teresa Jeanjaquet, Leonora Barretto, May O'Hoy, Ruby Chue, Daisy Law, Dorothy Alexander, Nellie Chan, and Lily Law.

Class 6.—Margery Windebank, Joan Johnson, Norma See Chin, Joan O'Hoy, Daisy Brown, Beatrice Hardwick, Farris Rutledge, Vera Stanley, André Thévenau, Florence Hansen, Yvonne Perrin, Gladys Ismail, Agnes Pau, Betty Pearson, Kitty Blair, and Bessy Blair.

REMOVE CLASSES.

Class 5.—Leonora O'Brien, Hannah Solomon, Laura Lobato, Ina Simpson, Florence Kothman, Alda Teixeira, Madeleine Chéven, Hava d'Arculi, Margery Stewart, Kathleen Simmons, Jean Powrie, and Edith Rocha.

Class 4B.—Marco Nolan, Rosebud Young, Edna See Chin, Mary Pau, Rosie Xavier, Phyllis Goodall.

Class 4A.—Constance Smith, Mabel Solomon, Margaret Pau, Tracy Brown, Agnes Nissim, Emilia Xavier, Bertha Rodriguez, May Chan, Lina Rocha, and Geraldine Smith.

Higher Classes.—Vivienne Young, Frances Hannes, Emilia Roseck, Marie Lobato, Gertrude Simmons, Edith Soares, Gladys Brock, Adeline Remedios, Margaret Pau, Ruby Young, Lily Ferguson, Doris Windebank, and Nina Hazeland.

See Chin, Nina Lourenço, Florence Hamilton, Elsie Noronha, Rosie White, Aurea Carvalho, Mary Martins, Marie Hanson, Lucy Haynes, Marie de Souza, May Ramsey, and Alda Franco.

Lugard Scholarship Certificate for 1918-1919.—Doris Windebank.

Shorthand Certificates.—Florrie Hamilton, Gladys Brock, Phyllis See Chin, Doris Windebank, Elsie Noronha, Nina Hazeland, Emilia Roseck, Margaret Pau, Edith Soares, and Marie Lobato.

Special Class for Chinese.—Certificates of merit for application and progress in English:—Jessie Woo, Lily Liao, Lily Lam, Rose Tam, Ruby Mack, and Violet Lee.

A DASHING RICKSHA COOLIE.

A desire to overtake his competitors led to the appearance of a Chinese ricksha-puller before Mr. G. N. Orme, at the Magistrate's court, yesterday.

Inspector Gordon said that the defendant was at the tail-end of a long string of rickshas. Suddenly, he rushed forward and tried to get through a gap in them, colliding heavily with the vehicle in which Mr. B. L. Foster was riding, and throwing the occupant on to the road.

Mr. Foster gave corroborative evidence.

Mr. Orme fined defendant \$2.

SELLING LIQUOR AFTER HOURS.

A Chinese restaurant-keeper, of Queen's Road East, was summoned before Mr. G. N. Orme at the Magistrate's court, yesterday, for serving liquor after hours. Defendant's licence permitted him to keep his restaurant open till 2 a.m. on condition that no intoxicants were served to Europeans after midnight.

Inspector Kent asked the Magistrate to inflict a deterrent penalty, pointing out that soldiers, sailors, and European civilians, frequented the defendant's restaurant after the hotel had closed. That might lead to a breach of the peace. Mr. Orme inflicted a fine of \$50. The defendant left the Court laughing.

NOT WORTH THE LICENCE?

A Chinese was summoned before Mr. G. N. Orme, at the Magistrate's court, yesterday, with not having a licence for his dog.

Mr. Orme: Probably the dog is not worth the licence.

Inspector Kent remarked that in that case people should not aspire to be owners of dogs.

Mr. Orme: Do they license their dogs now?—Inspector Kent: Yes. There have been several prosecutions, and they have had a salutary effect.

Mr. Orme fined defendant \$3.

THE OPPRESSIVE AIR.

A series of cases of obstruction were brought before Mr. G. N. Orme, at the Magistrate's court, yesterday.

Amongst these was a charge against a ricksha-chair-maker of obstructing the pathway.

Asked why he did so, he offered the novel plea that it was hot and the air oppressive!

Mr. Orme fined him \$5.

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. MORGAN, ADMINISTRATIVE COMMANDANT.

STRENGTH.

No. 609 Pte. W. H. Frowce, "B" Co., is permitted to resign, on leaving the Colony, to date from day of departure.

PROMOTIONS.

Artillery Company.
No. 8 Sergt. B. W. Bradbury to be Co. Sergt. Major vice Co. Sergt. Major Mackie resigned, dated April 4th, 1919.

No. 9 Sergt. C. E. Frith to be Acting Co. Sergt. Major during the absence on leave of Co. Sergt. Major McKirdy, dated April 10th, 1919.

Infantry Battalion.
No. 276 Loc. Sergt. W. H. Edmond, to be Staff Sergt. Instructor of Musketry, dated April 9th, 1919.

EXAMINATION FOR PROMOTION.
Reference, Corps Order No. 5, dated January 10th, 1919, a lecture will be given by the Adjutant at Headquarters on Wednesday, April 10th, at 6 p.m.

LEAVE.

R.G.M.S. J. Rodger, is granted 6 months' leave, to date from day of departure.

Gr. F. J. de Rome, Artillery Co., is granted 10 months' leave, from May 5th, 1919.

Pte. W. D. Bell, "D" Co., is granted 7 months' leave, from May 1st, 1919.

ORDERS FOR ARTILLERY COMPANY BY MAJOR J. H. W. ARMISTEAD, V.D.

Tuesday, April 22nd:—
5.30 p.m. Left Half Co. Full Parade at Headquarters. Inspection of arms, ammunition and equipment. Helms to be worn.

Friday, April 25th:—
7.30 a.m. Right Half Co. Full Parade at Headquarters. Inspection of arms, ammunition and equipment. Helms to be worn.

ORDERS FOR ENGINEER COMPANY BY LIEUT. R. BALL.

Practice Run, D.E.L.-N.C.O.s. and Sappers as detailed by the C.S.M. will parade for duty at Lymington on Tuesday, April 15th, at 8.30 p.m.

Officer on duty.—Lieut. Hill.

Instructional Class for Recruits.—Recruits will attend for instruction under R.E. Staff-Sergeants at 9 p.m. on Wednesday, April 10th, at Bolcher's (instead of West Fort, Kowloon, as previously notified).

Officer on duty.—Lieut. Stevenson.

A Meeting of Officers and N.C.O.s. will be held at Headquarters, at 5.30 p.m., on Tuesday, April 15th, to consider various matters connected with the Company.

Pay.—Those who have not drawn their February pay should do so at Engineer Company Office, between 9.15 and 9 p.m. on Monday, April 14th. Pay not drawn on that date will be forfeited and returned to Treasury.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

Monday, April 14th:—
5.15 p.m. "A" Co., No. 4 Platoon, at Headquarters, T.E.T. all men under 40 years of age who scored less than 110 points in Part 3 of the last Musketry Course are required to attend.

Tuesday, April 15th:—
5.15 p.m. "A" Co., No. 2 Platoon, at Headquarters, T.E.T. for N.C.O.s. The following will attend: Sergt. Humphreys, Corps. Walker and MacKichan, and Loc. Corp. Brown.

MOUNTED SECTION.
Monday, April 14th:—
5.15 p.m. at Jockey Club Stables. Dress, drill order.

Tuesday, April 15th:—
5.15 p.m. at Headquarters, T.E.T. Rifles, belt, pouches and dummy cartridges to be carried.

G. E. STEWART, Capt. Adjutant, D.K.D.C.

Hongkong, April 11th, 1919.

GERMANY'S WAR DEBT.

HER FUTURE ECONOMIC POLICY.

After reference to the enormous weight of Germany's war debt, and to the fact that wages have lately risen in Germany to an extent out of all proportion to the rise in prices Herr Müller, the noted publicist, insists that the whole political struggle in Germany will turn upon economic problems. The question will be whether or not the economic system is to be socialized, and if it is to be socialized, whether the transition is to follow "real or utopian views." Müller declares that the old individualism is impossible, but that the changes will in every case have to be tested by the question whether they are, or are not really, rational and "economic."

In view of the movement for international regulation of labour conditions, it is important to note that Herr Müller says at once that Germany cannot possibly afford either to introduce an eight-hour day or to maintain the present high rates of wages. Everything will focus Germany into making labour as productive as possible. It will also be necessary to retain many of the economic advantages which have been secured by rational methods of distribution of commodities during the war. As regards the land, there will have to be reforms, but no complete breaking-up of large estates. As regards trade, there will be no complete exclusion of free trading, but there will have to be organized concentration. Moreover, Germany will have to concentrate on the development of those industries which can make her most independent of foreign raw materials.

Germany's economic policy must be as far as possible "continental," and as especially at close connection with Germany's Eastern neighbours.

REINFORCEMENTS FOR NORTH RUSSIA.

WAR OFFICE APPEALS FOR VOLUNTEERS.

BULGARIA FLIRTING WITH BOLSHEVISM.

SOVIET REPUBLIC IN BAVARIA.

EIGHT-HOUR DAY IN FRANCE.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

FIGHTING BOLSHEVISM. DANGER OF A RISING AVERTED.

LONDON, April 9th.

The War Office states: "According to later information from Murmansk, the immediate danger of a Finnish and Karelian rising has been averted."

NEW OFFENSIVE IN ARCHANGEL SECTOR.

LONDON, April 9th.

A British official statement from North Russia says:

In the Archangel sector, it is believed that the enemy is preparing a further offensive on the railway front.

WAR OFFICE APPEALS FOR VOLUNTEERS.

The War Office has issued an appeal for volunteers, immediately, for the North Russia Relief Force, which, it states, will consist mainly of trained soldiers, including demobilised and discharged men.

Men re-enlisting must be fit for general service and be over nineteen years of age. Ex-soldiers will be given their previous rank. The pay will be the same as that of the Army of Occupation. The maximum period of enlistment is for a year, but no man re-enlisting will be kept longer than required for this special service, on completion of which all men will be given two months' furlough, with full pay.

EARLIER CABLES.

BRITISH TROOPS TO RELIEVE ARCHANGEL.

LONDON, April 8th.

Mr. Winston Churchill has cabled to the British troops in Russia, promising them relief and repatriation as early as possible, when reinforcements arrive.

It is understood that troops for the relief of Archangel will be sent in two specially constructed transports. It is hoped they will arrive about the middle of May.

COMPARATIVE TRANQUILLITY AT MURMANSK.

The Times Murmansk correspondent telegraphing on April 3rd, says: "Comparative tranquillity reigns here, although stray shots are invited by walking after dusk. General Maynard is aware of Bolshevik tendencies in this growing town, which contains 6,000 Russian labourers."

A revolt was prevented last week by the arresting of twenty ringleaders.

The health of the troops is excellent. They have good food, entertainments, and sports, and the climate is ideal.

The battleship *Gloria*, lying in the harbour, commands the town. Danger from Bolsheviks is greater at Archangel.

GENERAL KOLCHAK'S FINAL OBJECTIVE.

OMSK, April 5th.

General Kolchak, in a stirring proclamation, says:

"Our final objective in the present offensive will be Moscow."

SOVIET ARMY IN THE UKRAINE SURRENDERING.

A message from Stanislaw states that the Soviet army in Eastern Ukraine is surrendering to the Ukrainians in parties of hundreds.

BOLSHEVIK ATROCITIES AT OSSA.

OMSK, April 5th.

It is officially stated from Omsk that the Bolsheviks completely devastated Ossa prior to the entry of General Kolchak's forces. Two thousand inhabitants were shot.

The Bolsheviks carried off nearly all the surviving workmen.

LATEST CABLES.

PRELIMINARY PEACE TREATY. PEACE TO BE SETTLED WITHIN TEN DAYS.

PARIS, April 9th.

A Havas message states:—

President Wilson's order that the steamer *George Washington* should come over to Brest for his return to the United States means that, in his opinion, the main lines of peace, covering his principles, can be settled within ten days. Besides, his presence in the United States is urgently needed.

ANOTHER REPARATION ESTIMATE.

PARIS, April 8th.

A Havas message states:—

Germany will be asked to pay the sum of one milliard pounds in 1919 and 1920. An Inter-Allied Commission will decide upon the whole sum to be exacted from Germany after 1920.

GT. BRITAIN AND INDEMNITIES.

LONDON, April 9th.

The Press Bureau states:—Replying to a telegram from certain members of the House of Commons, concerning indemnities, Mr. Lloyd George telegraphed to Mr. Kennedy Jones:—

"My colleagues and I mean to stand faithfully by all the pledges given to our constituencies. We are prepared at any moment to submit to the judgment of Parliament, and, if necessary, of the country. Our efforts are being made to redeem our promises loyally."

EARLIER CABLES.

TO HAVE BEEN READY ON APRIL 9th.

PARIS, April 4th.

A responsible British authority states that the Peace Treaty is expected to be ready by April 9th.

INDEMNITY OF 35 MILLIARDS OF FRANCES.

PARIS, April 6th.

Le Journal says that the first instalment of the indemnity will be twenty-five milliards of francs, of which five milliards will be in payment of raw materials necessary for the resumption of the economic existence of Germany.

France will receive ten, and Belgium five milliards of this instalment.

The rest of the indemnity will be spread over thirty-five years. The paper estimates each annual payment to range from seven milliards to fifteen milliards.

THE PEACE CONFERENCE.

GERMANY'S "COLONIAL" REPRESENTATIVE.

BERLIN, April 4th.

The German Colonial Administration will be represented at the Peace negotiations by Baron von Scheer, former Governor of German East Africa.

BELGIUM'S INTERESTS.

PARIS, April 8th.

A Belgian communiqué states:—King Albert has concluded his visit and left for Brussels by aeroplane. During his stay he communicated with the most eminent Allied and Associated Government representatives regarding Belgium's essential interests. The King was afforded precise information on the Conference's attitude towards some of the principal Belgian interests, and departed satisfied with the impressions received.

LATEST CABLES.

THE LEAGUE OF NATIONS. PARIS SUGGESTED AS PERMANENT SEAT.

PARIS, April 9th.

A Havas message states:—The Paris Municipality strongly supports the suggestion that Paris should be the Headquarters of the League of Nations. The French Government is not taking sides.

GERMANY. FRENCH PRESS COMMENT.

PARIS, April 8th.

A Havas message states:—

The Sovietic transformation of the Bavarian republic is considered calmly by the French Press, whose only remark is that a close union between the Allies is necessary.

GOVERNMENT TRANSFERRED TO NUREMBERG.

BERLIN, April 7th.

The Bavarian Government have gone to Nuremberg.

Herr Hoffman, the Premier, announced that the Government had not retired, but merely transferred its seat from Munich.

OPPOSITION TO A SOVIET REPUBLIC.

BERLIN, April 7th.

The Social Democratic Parties, which are still sitting at Nuremberg, voted yesterday, by 42 to 8, against a Soviet Republic.

PRESS OPINION IN BERLIN.

BERLIN, April 7th.

Newspapers in Berlin are of opinion that a crisis has been reached in the trial of strength between North and South Bavaria; also between the Communists, aided by the Independents, and the Majority Socialists. Sanguinary collisions are anticipated.

BAVARIAN GOVERNMENT NON-EXISTENT.

BERLIN, April 7th.

A telegram from Copenhagen points out that the Bavarian Government is non-existent, as, at least, two members of the Government—Herr Simon and Unterlechner—have joined the Soviet movement, being included in the provisional list of Peoples' Commissaries with Herr Tuelon, Segitz, and others.

EARLIER CABLES.

SERIOUS OUTLOOK IN THE RUHR DISTRICT.

BERLIN, April 4th.

The strike situation in the Ruhr district is graver than before and might even be termed critical. A further 21,000 have struck work.

The metal workers on strike in Berlin now number 55,000.

BAVARIAN GOVERNMENT TO LEAVE MUNICH.

COPENHAGEN, April 7th.

A telegram from Berlin states that it is reported that the Bavarian Government have resolved to leave Munich provisionally and make Nuremberg the seat of the Government and the National Assembly, protected by reliable troops.

SITUATION IN MUNICH VERY GRAVE.

BERLIN, April 5th.

The situation in Munich is reported to be very grave. There are many indications of renewed unrest throughout Bavaria.

Trouble is expected on Tuesday, on the occasion of the meeting of the Diet, which the local Soviets refused to protect.

TROOPS JOIN THE PROLETARIAT.

LONDON, April 8th.

A telegram from Copenhagen states that a Soviet Republic was proclaimed in Bavaria on April 5th.

Herr Erzberger received confirmation of the report at Spa.

The Copenhagen report adds that the Spartacists occupied the Parliament buildings. Simultaneously, mass meetings were held at Munich, and the new republic was proclaimed.

The Independent Socialists joined the Spartacists.

The Bavarian Premier, Herr Hoffman, who was in Berlin, hurried back, but he was too late, as the troops, although taking a neutral attitude, refused to support him, declaring that their sympathies were on the side of the proletariat.

SPARTACIST ACTIVITY.

COPENHAGEN, April 5th.

A message from Stuttgart states that it is officially announced that a fight occurred on the evening of April 3rd with 400 Spartacists, who dug trenches in one of the hills between Gaisburg and Wangen, and placed ten machine-guns in good positions.

Government artillery bombarded the machine-gun bases.

GENERAL STRIKE IN STUTTGART COLLAPSES.

COPENHAGEN, April 6th.

A message from Stuttgart states that the general strike organised by the Spartacists has collapsed.

The leaders have been arrested. The Government control the situation.

GERMAN-AUSTRIA. BANISHMENT OF THE AUSTRIAN ROYAL FAMILY.

COPENHAGEN, April 5th.

A message from Vienna states that the German-Austrian National Assembly unanimously passed the Bill relating to the banishment of the Royal Family.

CAPITAL PUNISHMENT ABOLISHED.

A Bill has also been passed abolishing capital punishment, except sentences pronounced under martial law.

SOVIET REPUBLIC TO BE PROCLAIMED.

A message from Vienna states that

numerous German-Austrian Communists have entered Hungary. Big demonstrations have been organised for April 6th. The town has been lined with troops in connection with a movement to proclaim a Soviet republic in German-Austria.

CRISIS IN CENTRAL EUROPE.

GENERAL SMUTS AT WORK.

BUDAPEST, April 5th.

General Smuts, immediately on arrival, entered into communication with the Government.

WAR COMMISSARY RESIGNS.

COPENHAGEN, April 5th.

A message from Budapest, dated April 4th, states that the War Commissary, M. Pogany, has resigned.

AN AFFRAY AT OEDENBURG.

COPENHAGEN, April 5th.

The Red Guards intervened in a quarrel between *Bourgeoisie* and Communists in a casino in Oedenburg.

Shots were fired, four being killed, and eight severely wounded. Many were slightly wounded.

AN EX-GOVERNOR ARRESTED.

M. Szambor, ex-Governor of West-Hungary and some prominent citizens of Oedenburg were arrested.

LATEST CABLES.

POLAND. DANZIG A FREE PORT.

PARIS, April 9th.

A Havas message states:—

There is a talk of settling the Danzig question by making it a free port like Hamburg, with the Customs in charge of Poland.

PADEREWSKI PLEADS POLAND'S CAUSE.

PARIS, April 8th.

M. Paderewski pleaded the cause of Poland before the Council of Four.

M. Pichon stated, in the Chamber of Deputies, that Poland was an ally and a faithful friend, and the fullest support would be given to the definite constitution of Poland.

The speech was greeted with loud cheers. M. Paderewski, from the Diplomatic Gallery, bowed in acknowledgment.

EARLIER CABLES.

A SETTLEMENT REACHED AT LAST.

BERLIN, April 4th.

It is stated that Herr Erzberger, at Spa, on behalf of the Government offered to allow the landing of Polish troops at Danzig, subject to special guarantees for their behaviour. Furthermore, Marshal Foch's reply to this offer was favourable.

USE OF DANZIG OBIVIATED.

A message from Berlin states that, according to a report from the German Armistice Commission at Spa, the agreement obviates the use of Danzig by arranging for the use of the other routes proposed by Germany.

GERMAN PROPOSALS REJECTED.

PARIS, April 5th.

Details of the Spa agreement show that Marshal Foch was particularly insistent in upholding the Allies' rights to land at Danzig, rejecting Herr Erzberger's counter-proposals of alternative routes to Poland.

These alternative routes are:—Firstly, the railway route via Coblenz, Cassel, Halle, Cettich, and Kallisch; secondly, via Saffin; thirdly, via Roonberg. Train routes are to be provided daily.

DISCUSSION AT THE SPA MEETING.

COPENHAGEN, April 5th.

A message from Berlin states that before Herr Erzberger signed the Spa agreement, he declared that the *Entente's* interpretation of Article 16, in the Armistice of November 11th, which the Allies contended enabled Polish troops to march via Danzig, did not accord with the German Government's conception. Marshal Foch promised Herr Erzberger that he would recommend the British shipping authorities to give freedom to German coastal shipping during the passage of the Poles through German territory.

The Agreement specified certain proposed new German transport routes, and provided, in case serious difficulties arose, for the transporting of the Poles by these routes.

Marshal Foch reserved the right to revert to the transportation method provided by Article 16.

The transport of the troops begins on April 15th, and will last for two months.

M. PADEREWSKI IN PARIS.

PARIS, April 6th.

M. Paderewski, the Polish Premier, and M. Noulens, French representative of the Allied Mission to Poland, have arrived here.

BRITISH LABOUR. SETTLEMENT BETWEEN EMPLOYERS AND WORKERS.

LONDON, April 4th.

The Industrial Conference resumed its sittings, in London, this morning. The Miners and Transport Workers Federations are not participating.

The Conference discussed the report of the Provisional Joint Committee of employers and workers.

Sir R. S. Horne, presiding, anticipated that, within a comparatively few days, the Peace Conference will reach the stage which will allow Mr. Lloyd George to return to England. (Cheers.) He read a letter from the Premier saying that he heartily approved of the report and welcomed the spirit of co-operation therein demonstrated between the employers and workers.

A resolution moved by Mr. Arthur Henderson, and carried with acclamation, welcomed the report of the Provisional Joint Committee and agreed to submit it for the acceptance of the constituent organisations immediately.

The Government had legislated it. Mr. Henderson said that giving effect to the report would be an example to the whole world.

Sir Allan Smith, Chairman of the employers' representatives, seconding, said that the employers would put the report into operation in the spirit as well as in the letter. If the Trade Unionists did the same there was no fear for the future of the nation.

Sir R. S. Horne said that the report was the most momentous document presented to the country for many years.

BRITISH TRADE. THE PERIOD OF RECONSTRUCTION.

LONDON, April 5th.

Mr. Steel Maitland, addressing trade journalists yesterday, said the Board of Trade was trying to establish peace on a basis for industry which was mainly difficult and critical as the war itself. The position was very serious, because not merely were exports greatly reduced, but credit must be given to devastated countries, in order that our goods be sold to them. To get the maximum of productivity, there should be an amalgamation of businesses.

He mentioned that a Mission was going to the Far East in connection with the textile trade. Two or three representatives of Labour would accompany it.

The Board of Trade was looking after our foreign industries from three view points, namely, sales of British goods abroad; establishment of British enterprise abroad; and securing adequate supplies of raw materials.

New commercial *attachés* were a regular part of the legations abroad, and they had a scheme for the whole of the Consular service. Better salaries would be paid, and a great deal more than in the past be expected in return.

He appealed to the technical journals for closer co-operation to aid the development of foreign trade.

WOMEN'S RIGHTS.

PROGRESS OF THE LABOUR PARTY BILL.

In the House of Commons, the Labour Party Bill, abolishing all disabilities of women in respect of civil and judicial offices, and conferring the franchise on them equally with men, and enabling persons in their own right to sit in the House of Lords, passed its second reading unanimously.

Dr. Addison, on behalf of the Government, intimated that they would propose the deletion of the equal franchise clause in committee. The other principles were accepted.

SIR AUCKLAND GEDDES. RESIGNS FROM MINISTRY OF RECONSTRUCTION.

Sir Auckland Geddes has resigned from the Ministry of Reconstruction and has accepted the Principalship of McGill University, Canada.

LATE "BILLIE" CARLETON. REGINALD DE VUELLE ACQUITTED.

LONDON, April 4th.

At the Old Bailey, Reginald de Vuelle, the designer of ladies' costumes, who was indicted for manslaughter by supplying Miss "Billie" Carleton with the cocaine with which that young actress drugged herself to death, was discharged, the jury having brought in a verdict of "Not Guilty."

[Sir Richard Muir prosecuted and Mr. Huntley, Jenkins appeared for the defence.]

LATEST CABLES.

FRENCH LABOUR. EIGHT-HOUR DAY AGREED TO.

PARIS, April 6th.

A Havas message states:—The Labour Minister laid down, in the French Chamber, a Bill, drawn up in agreement with employers' and workers' representatives, limiting work in commerce and industry to eight hours only per day, or forty-eight hours weekly.

PARIS SOCIALISTS. DEMONSTRATION IN MEMORY OF M. JAURES.

PARIS, April 6th.

The Socialists, incensed at the acquittal of M. Villain, organised a demonstration as a protest against the verdict, and as a mark of respect to the memory of M. Jaures. The procession which included M. Branting and M. Van Der Veldt, marched, singing the "Internationale," to the residence of the late M. Jaures, and presented a wreath to the latter's widow. Great crowds watched the demonstration, which was orderly, except when a group of anarchists displayed the Black Flag.

The police intervened, and an affray ensued. Four or five policemen were injured.

LATEST CABLES. M. CLEMENCEAU'S ASSAILANT. DEATH SENTENCE COMMUTED.

PARIS, April 9th.

A Havas message states:—President Poincaré has commuted the death sentence on Cottin, M. Clemenceau's assailant, to imprisonment for ten years.

PRESIDENT WILSON. STILL RED-RIDDEN.

PARIS, April 8th.

A Havas message states:—*La Liberté* declares that President Wilson is still bed-ridden. The President learnt, through Colonel House, the essential points of the French financial claims.

EARLY DEPARTURE NOT TRUE.

The rumour of the early departure of President Wilson, mentioned by some American newspapers, is absolutely contradicted.

EARLIER CABLES. SUFFERING FROM A FEVERISH CHILL.

PARIS, April 4th.

President Wilson is down with a feverish chill, but it is expected that he will recover sufficiently to resume work in a day or two.

COMPLETE RECOVERY BY NOW.

PARIS, April 6th.

President Wilson is progressing favourably. He will probably resume attendance at the Conference on Tuesday. He received the American delegates in the sick-room to-day and outlined the programme for the coming week, which, President Wilson is convinced, will see a long step taken towards the realisation of peace.

THE PHILIPPINE ISLANDS. A STEP TOWARDS INDEPENDENCE.

WASHINGTON, April 4th.

Mr. Newton D

THE BLOOD is the LIFE of the FLESH

Dr. Morse's Indian Root Pills—What they are and what they do. Their Four Principal Ingredients.

It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every name; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, DR. MORSE'S INDIAN ROOT PILLS, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a SUDORIFIC, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

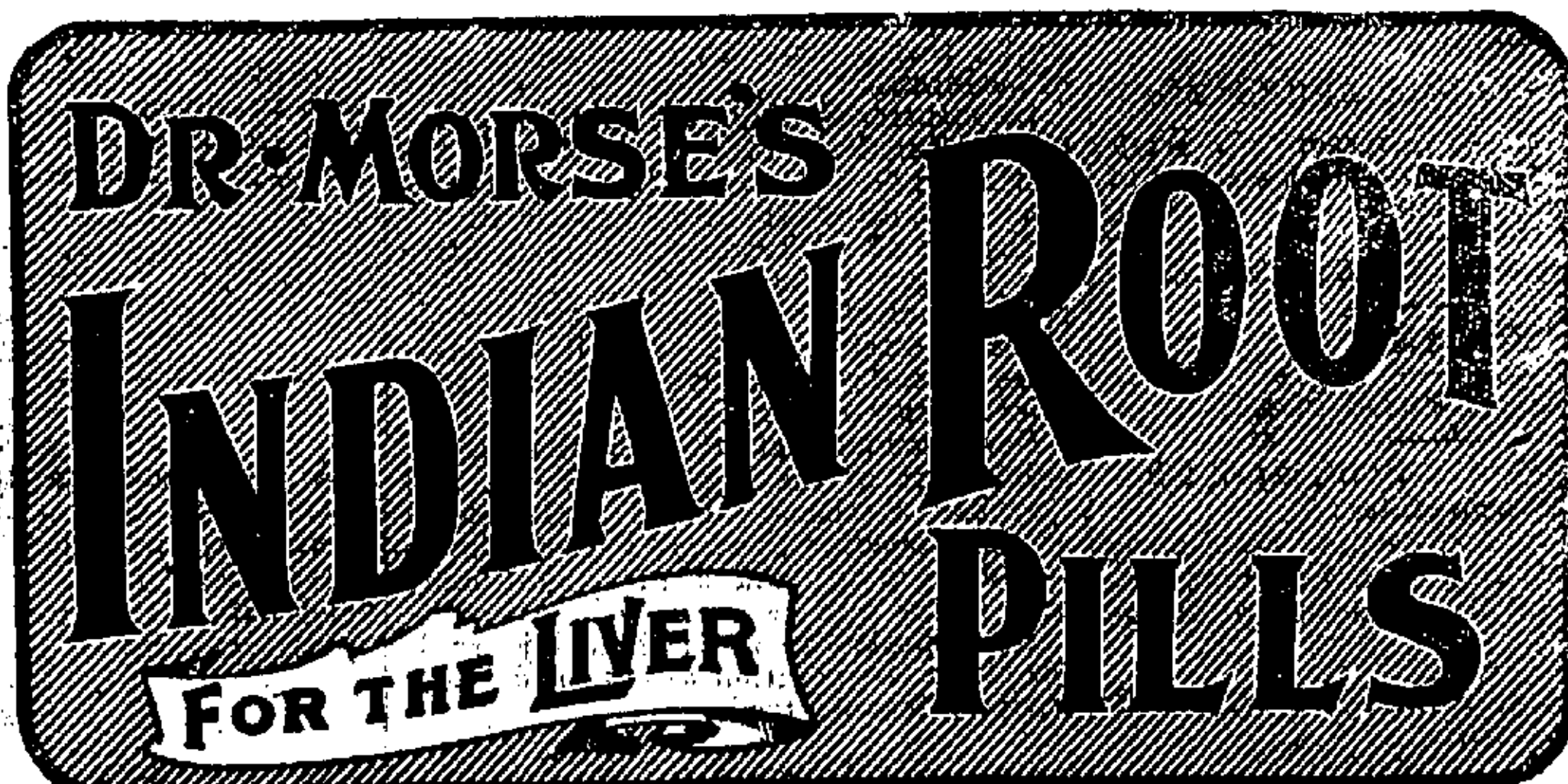
The second is a plant which is an EXPECTORANT that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a DIURETIC, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a CATHARTIC, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

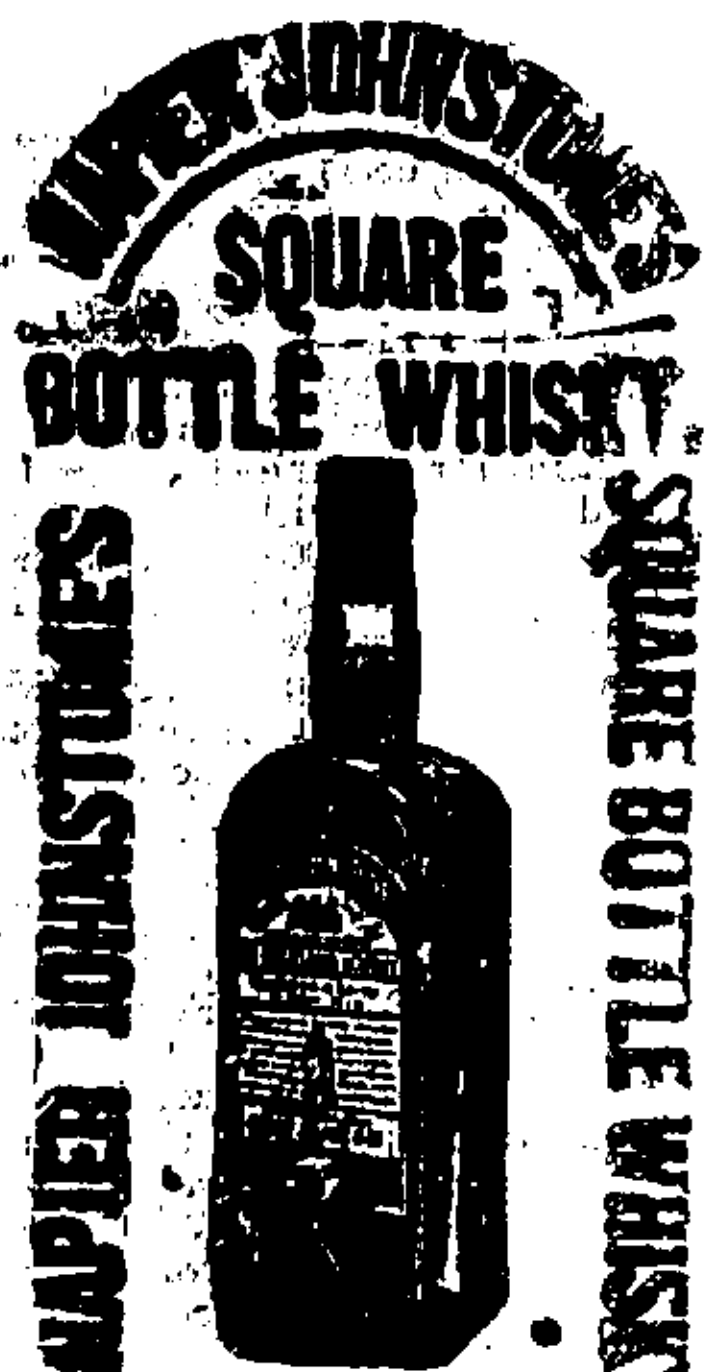
Dr. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-colored bottles, not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.



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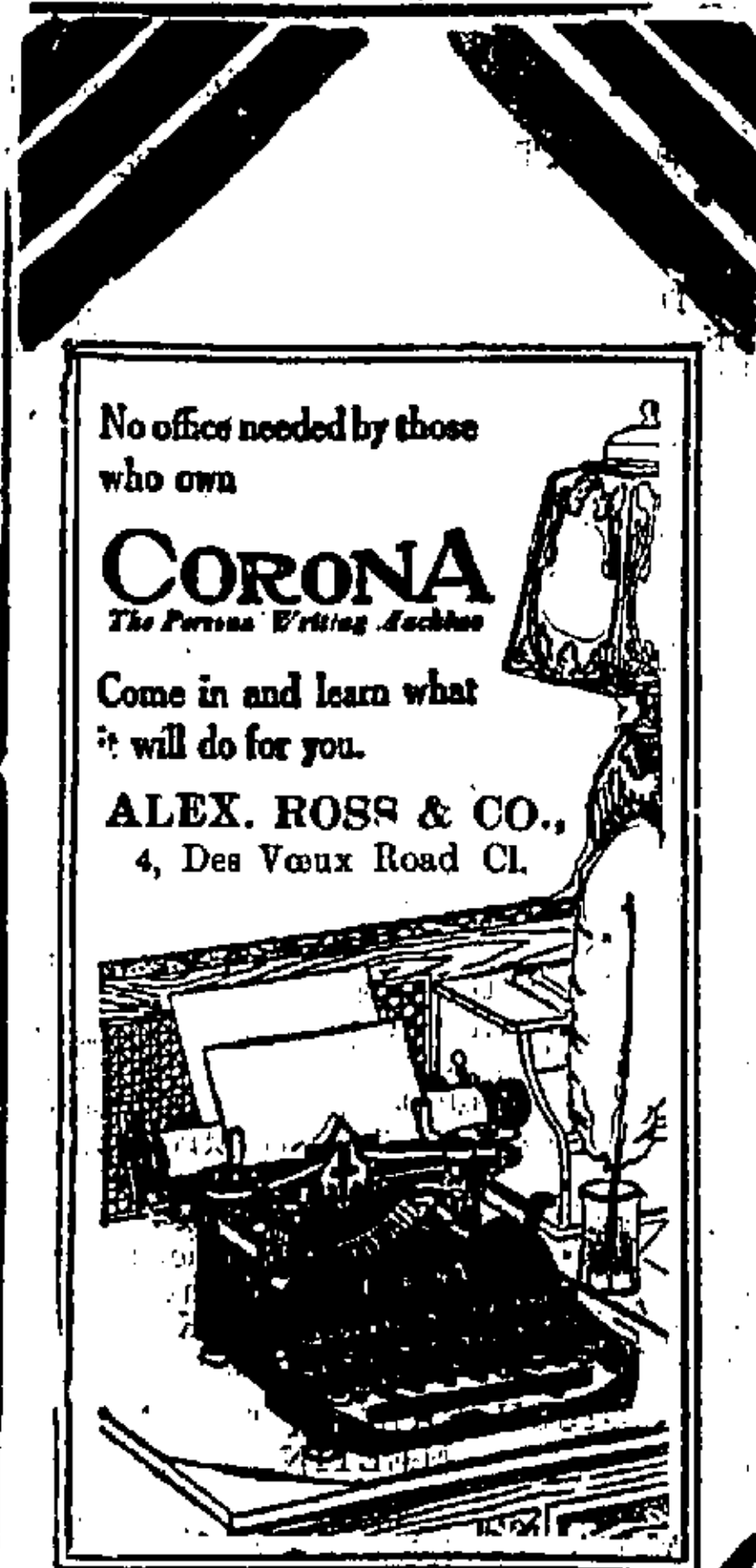
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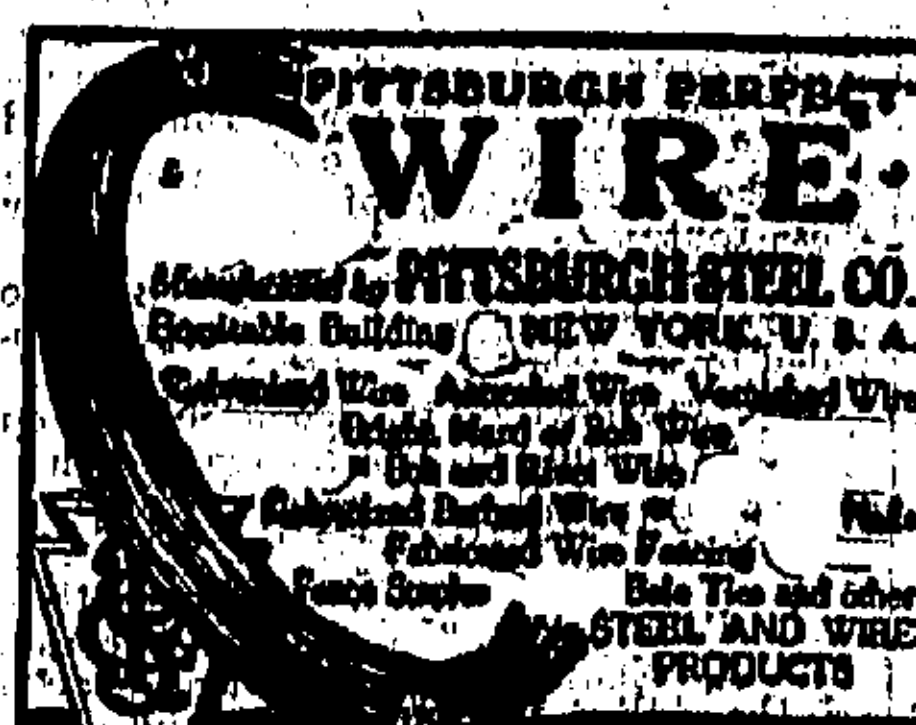
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DESTROY ALL SUBMARINES. VITAL POINT FOR LEAGUE OF NATIONS.

[BY SIR LEO CHIOZZA MONY.]

The British Empire nearly perished by submarines nearly, but not quite.

Early in 1917 there were those who thought that all was over. An impressive deputation of shipowners and commercial members of Parliament waited upon the Government with statistics of a horrid character, calculated to make the flesh creep. Never was such a collection of Fat Boys. One of them was quite cross with me for trying to comfort him with my own statistics, which were less horrid if serious enough.

But I admit that he had some excuse, for the position was bad, very bad. If the losses of April, 1917, had continued for nine months we and our allies would have been defeated.

WHY WE WON

The submarines were beaten by a combination of attack, defence, and avoidance. We disposed our ships so that convoys became effective, and our gallant seamen did the rest. The success of the Atlantic concentration of shipping, which, by the way, some too ingenious critics thought would finish rather than save us, was past all whooping. And here we are just about to burn out ration books. But let us not forget our narrow escape, or the fact that Germany had few submarines when she started her infamous campaign.

But what of the future? Is our island home secure from the submarine?

I fear that the answer to this question is that as long as the submarine remains a weapon of war we must continue in grave danger. To put aside minor experiments, the submarine is only some thirty years old. My purpose here is to suggest that for the good of mankind and for the special good of island peoples it should live no longer. The League of Nations will do its work ill if it does not order the destruction of all submarines and rule that no more be built for any purpose whatsoever.

The submarine, let us remember, is still in its technical infancy. No very effective submarine was made until about 1900, only fourteen years before the war began. During the war development was rapid, but science can undoubtedly do much more for submarine navigation if science is given the unholy chance.

POSSIBILITIES OF DEVELOPMENT.

Bigger and bigger submarines, more and more powerful mines would succeed each other in rapid succession. Every year would see the conception and development of improvements in submarine attack and submarine defence. It is a thing of limitless possibilities. Merchant craft, of course, would have to undergo special modifications. They would probably have to become submersible, and therefore much dearer to build and to man. That would mean high freight and dearer commodities.

There are those who think that we can attain to self-containment in Britain. It is an idle dream. Nature has not been very kind to us in respect of soil and materials. Our growing population demands an ever-increasing flow of imports. British wealth is based upon British coal working on imported materials. A self-contained Britain is a practical impossibility. We must not forget that we have to provide for an ever-increasing population.

And there is the life side of the problem. It is a dreadful form of death which science has inflicted on men through the submarine. It is a terrible abuse of the good gifts of intellect to make them serve so cruel a purpose. The revolt of the heart which we all experience in thinking of submarine warfare is good and proper thing. It is a base sport, the underwater hunting of ships and it is a rat's death—the dreadful waiting. Dear women did not bear sons for such an end.

DEADLY DANGER.

I am told, but I will not believe it, that there are some naval authorities who desire to see the submarine perpetuated—who are averse from the proposal that all submarines should be destroyed and no more made anywhere in the world. If such there be let the public know their reasons. What argument can be adduced to maintain in the world a deadly danger which is especially a menace to a tiny island with a gigantic population?

Either the submarine must disappear after a brief discreditable history, or the world passes on to new chapters of horror bought at the price of constant and unavailing sacrifice in peace. The freedom of the seas would indeed be a meaningless phrase in a world infested—it is the only just word—by tens of thousands of underhand undersea craft, matched against mines and nets and barriers, with merchant ships constructed as much with an eye to meeting submarine attack as to carrying merchandise.

"LUSITANIA" MONUMENT. TO BE ANCHORED NEAR SCENE OF CRIME.

The French sculptor, M. Georges Dubois, has just finished the model of a monument commemorating the *Lusitania* incident, says a recent Paris telegram.

It represents a woman kneeling on a piece of wreckage and another holding a baby in outstretched arms appealing to invisible rescuers.

The monument will be of bronze, 15ft. high, and will be anchored to an enormous float off the Irish coast, near the scene of the tragedy. Prominent Anglo-French personalities approve the plan, which navigators declare practicable.

RADIO-TELEGRAPHY. POST-WAR PROSPECTS.

[BY THE "DAILY TELEGRAPH'S" ENGINEERING CORRESPONDENT.]

The growth of etheric communication from an interesting laboratory experiment to a successful and rapidly expanding commercial enterprise in the space of little more than twenty years has compelled engineers to face the solution of a number of novel and difficult problems. Many of the special difficulties have been already overcome, but it is easily seen that radio-telegraphic engineering is not yet in its final stage of development, and the near future may witness great strides in the progress of this subject.

The war has naturally given a considerable impetus to construction and research, but the most important results must remain undisclosed for some time. However, by considering the facts which have been made public, and the general trend of development before hostilities broke out, it is possible to form some idea of the nature and extent of the advances which will occur as soon as the restrictions at present in force are removed. So far as the large high-power transmitting stations are concerned, there will undoubtedly be an increase in the normal working range and in the speed of operation. Two months ago it was announced that definite signals had been received in North Wales, and this was not "freak" reception for special messages were subsequently despatched by Mr. Hughes and Sir Joseph Cook. This establishes a record in wireless signalling, as the distance covered is 12,000 miles, and it is evident that there will soon be no spot on the surface of the earth which cannot be put into communication with a sufficiently powerful station.

The crowning achievement of this signalling round the globe is probably not rather to improvements in the sensitivity of receiving devices than to any increase in the power of the transmitting station. The thermionic valve is rapidly replacing other apparatus for the reception of electric waves, and the possibilities of future development are very great. Types of valve and special schemes of connections for regenerative and cascade working are being produced in bewildering numbers, and the effect on commercial wireless traffic will be astounding. One result of the large increase in sensitiveness will be the reduction in current in the antenna. As one of the most important matters now causing concern to radio-engineers is the large energy loss taking place in the antenna and the earth connection, any reduction of the antenna current for a given range will raise the efficiency of operation. It will also be possible to send messages by day which would usually have to be reserved for the more favourable hours of darkness, when the range of the sending station is greatly increased.

DAMPED VERSUS CONTINUOUS WAVES.

At the present time the comparative merits of damped and continuous waves for wireless transmission are being seriously discussed, and it appears to be generally believed that in the future continuous wave systems are likely to prove more satisfactory. The special difficulties encountered in endeavouring to raise the speed of transmission in damped wave systems have been very cleverly dealt with, and large currents are successfully interrupted at high speed without any blurring of the signals. This is accomplished by relay-operated pneumatic devices.

The problem is much simpler with continuous wave circuits, and in this case the limiting factor in raising the speed of sending is more likely to be the time constant of the antenna circuit. The other important advantages of the continuous wave system are the reduced strain on the insulation, the absence of losses in spark gaps, adaptability to radio-telephony, and the more satisfactory use of "beat" methods of reception with a valve or tone wheel, which are very sensitive and less affected by atmospheric disturbances.

It is impossible to decide yet which particular method of developing continuous oscillations will prove most efficient, but there are five distinct devices proposed, and four of these are actually in operation in large stations. The Fouron generator is used at Tuckerton, New Jersey, and at Darien, on the Isthmus of Panama, while a new naval station at Cavite, in the Philippine Islands, is being fitted with a 350 kilowatt set. Alexanderson and Goldschmidt high-frequency alternators supply energy direct to the antenna, and a large machine of the latter type is in use at the Tuckerton station.

Another interesting and successful method is that employed at Sayville station, Long Island, in which continuous oscillations of high frequency are obtained from specially designed transformers with magnetically saturated iron cores. At the Carnarvon station a method is used which involves the production of rapidly repeated condensed discharges, which is said to produce practically continuous waves. The last device, which has, however, not yet been used commercially, consists of a special arrangement of vacuum valves, which, by reinforcing circuits, can be made to supply continuous oscillations of any desired frequency. Even if this method does not prove suitable for high-power stations, it will be very valuable for radio-telephony and telegraphic communication over moderate distances.

IMPROVEMENT OF EFFICIENCY.

One of the most important problems, which, until it is completely solved, will seriously reduce the efficiency of working at all large stations, and especially at those situated in tropical countries, is the elimination of atmospheric electrical disturbance. At times these are so severe as to cause complete suspension of all communication. There are apparently several classes of disturbance, and some types are more easily eliminated than others. Apparatus involving the use of balanced anterior circuits has been used with some success, but complete protection cannot be obtained in this manner, and the strength of ordinary signals is reduced. Other investigators have suggested earthen cages and other similar

devices for absorbing the energy of stray electro-magnetic impulses, and an American engineer has recently claimed to have solved the difficulty by an arrangement of this description. The form and height of the aerial may have an important influence on this matter. A reduction in height would be of advantage, inasmuch as there would be smaller variations in potential, but the speed of working and the range of operation would, under existing conditions, be reduced as well. When more information is available concerning the causes and directions of movement of atmospheric disturbances, it may be quite possible to absorb the energy of these "stray" waves without interfering with the normal working of the station. The problem of duplexing modern powerful stations has been solved so satisfactorily that it is evident that by the use of special aerials and balanced circuits strong local disturbances can be almost completely eliminated.

Within a very short period practically all sea-going ships will be compelled to fit wireless apparatus. During the war compulsory orders have been given for the equipment of every British vessel of 1,600 tons or more, and by a clause of a Merchant Shipping Act which is already passed, but has not yet come into operation, every British vessel of any size, carrying not less than fifty persons, and which is navigated by a radio-telegraphist from the nearest coast, is compelled to carry efficient wireless apparatus. A similar Act is already in force in Italy and the United States. It is obvious that the development of mail and passenger aerial traffic will result in the extension of this order to all aeroplanes and dirigibles. The machines which then sleep in touch with aerodromes, even when compelled by atmospheric conditions to fly out of sight of the ground, and as many long distance routes may be passing over uninhabited areas, it is essential that some means should be provided for summoning assistance in case of accident.

One inevitable result of the increase in the number of ships and planes using radio-telegraphic apparatus will be that more research work will be needed on syntax and selectivity. The long wave lengths of the large stations give them the isolation that is so desirable, but with the multiplication of smaller installations the problem of telephonic reception will become very troublesome to solve.

CONTROL OF TRANSMISSION AND RECEPTION.

This opens up the question of the future control of radio-telegraphy, and the position of the amateur and others who may wish to use apparatus occasionally. It is evidently necessary to limit as much as possible the number of stations licensed for transmission purposes, and one can not doubt that the Governments of all countries will exercise a much stricter control in this respect when private individuals are again permitted to use apparatus. Purposeless disturbance of the other is or will be a public nuisance, and must be repressed. Apart from stations dealing with boat and aerial and Press services, the only places needing transmitting licenses are educational institutions and places where *bona-fide* experimental work is being carried on. This limitation refers only to places where important traffic might otherwise be interfered with. The question only is another matter altogether. In this country it was not easy to obtain permission before the war to erect an antenna and receive wireless signals. If application for a license were refused there was no appeal.

The time signals and meteorological reports which will be transmitted in increasing numbers in the future are of great value in horology and agriculture, and while it is undesirable to allow unlicensed reception, as was formerly the case in the United States, every facility should be given to enable those who need these reports for business and professional purposes readily to secure the necessary license. In order to achieve this end, it would be advisable to establish a committee to which applicants for licenses could appeal if they were refused by the Postmaster General. The committee should comprise representatives of the trader and professions likely to be affected, as well as representatives of the Services, and engineering experts. As the question of restriction is in the interests of the Government, the cost of an appeal should not fall upon an applicant except in unusual circumstances.

"MONSTROUS LAW FEES."

FUSION OF BARRISTERS AND SOLICITORS.

A resolution advocating complete fusion of barristers and solicitors was carried at a special meeting of the Law Society (solicitors) a short time ago. It was decided to take a poll of all the members on the subject.

Mr. H. P. Glanville, mover of the resolution, said the barristers would be in a very difficult position if, as a body, they voted against the proposal, which would be a benefit to the public.

An amendment by Mr. James Dodd that solicitors as well as barristers should have audience in all courts was defeated. Mr. Dodd said the Bar had ruined the profession of the law by its extortions. He had a case in which counsel threatened to strike unless given an outrageous and exorbitant "refresher." If that were the honour of the Bar it must have sunk pretty low.

Mr. Kennedy condemned the "monstrous and exorbitant fees" charged by counsel. In 1,000 undefended cases in the last two sittings of the Divorce Court the solicitors had to employ barristers. Many of the parties were poor women, and solicitors were compelled to drag out of them fees for counsel.

The President, Mr. Pinsent, said the attitude of the council of the Law Society towards the Bill providing for women lawyers could not be in the least, until the Bill had been put before Parliament.

During the meeting a woman was seen in the hall and members cried: "Let her be removed." It was pointed out that she was a "Press" representative, and she was allowed to remain.

BREACH OF COMPROMISE AGREEMENT.

APPLICATION FOR STAY OF EXECUTION

His Honour the Chief Justice (Sir William Rees Davies, K.C.), was engaged yesterday in hearing an application for the stay of execution of judgment, for six months, in the case in which the liquidators of the German firm of Sander Weiler & Co. unsuccessfully claimed \$35,000 and costs from the surety for the compromise of that firm for breach of the compromise agreement. The case, it will be remembered, was contested in Court for several weeks, and on March 31st the Chief Justice, in giving judgment for the defendant with costs, said:

"In my opinion the action must fail on two material grounds: (a) the dissolution of the partnership by operation of the law, which is independent of the question of breach; (b) the variation of the contract which discharged the surety. It becomes, therefore, unnecessary for me to deal further with the other issues raised in argument. I give judgment for the defendant with costs."

The Hon. Mr. H. E. Pollock, K.C., Acting Attorney-General (instructed by Messrs. Johnston, Stokes & Master) made the application while the Hon. Mr. C. G. Alabaster and Mr. Eldon Potter (instructed by Messrs. Wilkinson & Grist) appeared for the surety.

The plaintiff, in the case, prayed that the execution of the judgment given on March 31st be stayed for six months in order that the plaintiff might submit the case for the opinion of counsel in England as to whether or no the said judgment should be appealed from to the Full Court, and subsequently, if adverse judgment were obtained from the Full Court, to the Privy Council. The plaintiff stated that the sum of \$35,000 had been deposited by the defendant, by agreement between the solicitors on both sides, with the Hongkong and Shanghai Bank, in October 1917, to take the place of the mortgage security held by the liquidators, and to await the result of the action, and was earning interest at the rate of 2½ per cent. per annum.

In support of the application, Mr. Pollock said that, although the Surety's counsel ought to have asked the Judge to go order, but omitted to do so, the effect of the judgment was that the money might have to be paid over to the surety unless the Judge now granted a stay of execution.

The Chief Justice said that, under existing circumstances, it might not be possible to bring on an appeal to the Full Court for a very long time to come.

Mr. Alabaster, in opposing the application, argued that when an action had been dismissed the Judge who dismissed it had no jurisdiction afterwards to order a stay of execution. Therefore, as the Chief Justice had not made any order at all as regards the \$35,000 deposited he could not grant the present application. Even if the Court had jurisdiction it would not make an order in such a case as this, because, firstly, the Court would never make an order unless there was an affidavit showing that the circumstances were very special, and, secondly, because it would inflict a great hardship on the defendant, who had already suffered severely by being kept out of money to which he had been entitled since October, 1917. Counsel cited one reported case to the effect that an expressed desire to consider the expediency of appealing to the House of Lords was no ground for asking the Court of Appeal to stay execution.

On August 4th, 1914—the proceeded—the partnership of Sander Weiler & Co. was dissolved at the outbreak of war, and the surety was then entitled to have his property back. He claimed it in 1914, but up to October, 1917, defendant was only getting the rents and profits of the property. The property was then sold, and the money deposited in the Hongkong and Shanghai Bank, but the 2½ per cent. interest earned was not paid him. Was it fair that, for a year and a half, this man, who had every justice on his side and who was not a German or protecting German interests like the plaintiff, should only receive 2½ per cent. interest on his large fortune of \$35,000, whereas it was notorious that, particularly during the period of the war, a person with \$35,000 could, and should, earn a very much larger sum than that? The agreement for depositing the \$35,000 had been forced on his client.

(Continued at foot of next column.)

CORRESPONDENCE.

MOTORS AND CHILDREN ON KENNEDY ROAD.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I see a laudable zeal for the life and privileges of children at the Peak is manifested by our Legislative Council in providing them with a playground as a refuge from the terror and fury of the new ricksha traffic.

It does not seem, however, to occur to anybody to take thought for the kiddies, dozens of them, who find health and exercise in the shade and quiet of Kennedy Road, soon to be ruined—pardon, developed—by motor-traffic. Is it that a score of rickshas endanger child-life more than hundreds of motors, or only that no member of our village Parliament happens to live on Kennedy Road? One indeed is building there, but—*admit*—is erecting a garage. Any way, the soldiers' children are to be dispossessed, and our Automobile Association—which objects to a speed limit, boasts that it enjoys the favour of the heads of the Government and chief of Police, and considerably undertakes to remonstrate with any of its members who may kill any of the rest of us—has scored another triumph. Of all the permutations and combinations in which a small number of people manage to run this Colony to suit themselves, this body, surely, comes nearest to "the limit."

Yours, etc., X.

Hongkong, April 11th, 1919.

"LEST WE FORGET"

"Lest we forget," which is being screened at the Victoria Theatre, is a remarkable picture. As its name implies, it is a picture with a purpose. One who sees it realises that it was the sinking of the *Lusitania*, more than anything else, that brought America into the deadly struggle which is happily now over.

The picture is painfully realistic. The sinking of the big steamer representing the *Lusitania*, with the heart-rending scenes that accompanied the dastardly act, the drowning of the innocent women and children, are all shown in a manner revealing the strides made in cinematography. The violation of Belgium and the nameless horrors enacted there by the invaders also find a place in the picture.

The tragedy is relieved by a strong love interest, and in this, Rita Jolivet, who was one of those saved from the *Lusitania* itself, charms everyone with her pathetically sweet acting.

On Thursday night, when the picture was first screened, a large number were unable to obtain seating accommodation. It is a picture that should not be missed.

His Lordship asked whether if the money were paid to the man, it would be safe.

Mr. Alabaster replied that there was not a single suggestion in the affidavit that the man would run away. The money belonged to them and they would claim it six months hence. Why should they be kept out of their money?

Mr. Pollock replied that the only question to be considered was whether His Lordship had jurisdiction to stay execution. On this point there was a later case than that cited by Mr. Alabaster, which showed that, even if the Chief Justice could make no order as regards the \$35,000 deposit, he had full power to stay execution for costs.

Counsel for the surety objected that no mention of a stay of execution for costs had been made by Mr. Pollock in his application, nor in the affidavit filed in support of it, which only dealt with the question of the \$35,000 deposited.

His Lordship observed that the Court could exercise its discretion in exceptional cases, and in this particular case the effect of the staying would be to keep defendant out of the money to which he was entitled under the judgment.

Mr. Pollock stated that, with regard to the question of interest, he was in sympathy with his friend. He did not see why some arrangement could not be made for payment of interest at the Ordinary Court rate of interest from the date of judgment. That would be fair.

His Lordship asked if Mr. Pollock was prepared to advise the Controller on the point, and Mr. Pollock replied in the affirmative.

After further argument the hearing was adjourned till Monday.

A SHIP ENGINEER'S DUTIES.

INTERESTING CASE IN THE MARINE COURT.

At the Marine Court, yesterday, before the Marine Magistrate (Commander Beckwith), Mr. C. J. Tacchi, second engineer of the *Sui Song*, was charged, at the instance of Mr. H. Simpson, the master, with having unlawfully absented himself from the ship, without leave, at 7 p.m., on April 9th.

Capt. Simpson said that on the morning of April 10th the Chief Engineer reported to him that defendant had gone ashore without permission, leaving the ship without an engineer.

The Magistrate: How many engines have you? Witness: Four. Where were the other two?—On shore. Did anything happen while the officer was absent? No.

That's all you know about it?—Yes. Mr. Alexander Livingstone, the chief engineer, said that the ship was at Kowloon Wharf on April 9th. Witness went ashore at 6.45 p.m. Usually the second told the juniors off for duty, but on the night in question there was no other engineer on board, and defendant should not have left the ship. Defendant had reported to him, on the evening of April 9th, that the third engineer was ashore.

The third engineer had joined the ship on April 9th, having come from the Navy at Home. It was against witness' practice to put a man who had only just joined the ship on duty the first night. He distinctly told the defendant that he was to stay on board that night. Later, he was on the Hongkong side of the ferry and saw defendant, who told him that no one was on board. Witness spoke to the defendant, who then turned back and went to the ship.

Questioned by the defendant, witness said that the defendant returned voluntarily to the ship.

The defendant said he was absent from the ship, altogether, about 20 minutes. His meeting the chief engineer in Hongkong made no difference in his intention to go back as soon as he had reported that the third engineer was not on board. He returned by the same ferry.

In the witness-box, defendant deposed that he gave orders to the third engineer to take duty on the night of April 9th. There was no cargo being loaded. Only the donkey-boiler was being worked for the lights, and to drive the pumps in case of a fire. He was on the point of leaving the ship himself when he found the third engineer was not on board. He thought the third had gone on the *Cheong Shing* for a while. He reported the third engineer's absence to the chief engineer, who replied: "All right, I'm going ashore." Witness stayed on the ship for about ten minutes, and then left it and walked along the wharf to the ferry, thinking he might meet the third engineer. He went, with the mate to Hongkong, telling the mate that if he did not find the third engineer on the other side, he would return to the ship. The chief engineer was on the same launch, going across, and witness informed him of the third engineer's absence and returned straight back to the ship. It was not against the practice for a man on duty on one ship to go across to another ship on the wharf. He had often seen it done.

The Chief Engineer and the Captain, in reply to the Magistrate, said that the character of the defendant was excellent. The Magistrate's finding was as follows:—In this case I accept the defendant's statement, borne out by the Chief Engineer's evidence, that it was his intention to return to his ship by the same ferry if he did not see the third engineer, whom he had, as the executive engineer, warned for duty that night. As he did not notice the third engineer when going from the ship to Hongkong, he returned by the same ferry, being absent some twenty minutes from the ship. I therefore dismiss the case against the defendant with a warning to be more careful in future and to obey the standing orders of the ship, as I consider that being discharged from his ship after 18 months' service with an excellent character is sufficient punishment.

The Captain explained that the defendant had not been discharged.

The Magistrate reminded the captain that the defendant had stated, on oath, that he had been told so only that ship; that he had been told so only that very morning.

The Captain said that, now the case had been dismissed, he would have to see the Company about the defendant.

The Magistrate said that he gave his decision on the defendant's word that he had been discharged—for having been absent from the ship for 20 minutes.

The defendant: And six years' service with the same Company before, that, sir, with an excellent record.

CANTON NEWS.

CANTON, April 11th.

ALLEGED BRIBERY.

In consequence of the allegation that the staff of the Communication Board has accepted bribes, the Military Government has ordered the Board to be suspended and the conduct of the staff to be investigated by Criminal Court.

WAR LOSSES IN YUNNAN.

Tung Kai-yew, Tachun of Yunnan, has reported that, in consequence of the European war, Yunnan has suffered losses amounting to 7 million dollars.

THE PEACE CONFERENCE IN SHANGHAI.

Reports from Shanghai state that the Conference in Shanghai sat from 9 a.m. to 8 p.m. on the 10th inst. Questions concerning the abolishing of the Tachun-ships and demobilisation were discussed, and proposals to do away with these offices and to secure rapid demobilisation were unanimously approved. It is expected that the Conference will be concluded in a month's time.

MILITARY AFFAIRS.

It is announced that the Tachun, Mok Wing-son, who has been appointed acting Minister of War to the Military Government, has established the War office in his yamen.

The Defence Commissioner of Nanking, and Commander of the 3rd Division of the Yunnan troops in Kwangtung, has resigned.

The Tachun, acting upon the advice of the American Consul-General in Shanghai, has sent his third son, Mok Ching-ko, to study in America. Mok Ching-ko left Canton yesterday, and will enter Washington University.

THE PROVINCIAL ASSEMBLY.

The new session of the Provincial Assembly will be opened to-morrow.

FERRY-BOAT SUNK.

A ferry-boat which runs between Canton and Honam was sunk by a launch yesterday. The passengers, who, it is said, were all members of one family, were drowned.

PEKING NEWS.

Two Southern representatives, sent by General Luk Wing-ting, visited the President on the 9th and had a long consultation with him.

Fung Kuo-chang, the ex-President, suddenly left Peking and returned to his native village several days ago. It is said that several secret meetings have been held in Fung's residence, and that some of the southern representatives in Shanghai have been in consultation with him.

SPORT.

CRICKET.

C.R.C. v. CRAIGINGOWER.

This match will be played to-day at the Happy Valley. The teams will be as follow:—

C.R.C.—Ng Sze Kwong (capt.), Yew Man Tsun, Geo. Lee, Harry Ching, Wong Po Keung, Sin Man Ping, Wong Kam Nin, Wong Kwok Kwong, Cheung Wing Kai, Wong Kam On and Un Hew Fan. C.C.C.—R. Basa (capt.), F. G. Thompson, L. E. Lammert, A. W. Grimmett, R. Runjahn, A. Arculli, G. Manley, W. Hall, U. Omar, M. H. Abbas, and A. Goldenberg.

BAIL AT A DOLLAR A TICKET.

A Chinese was charged before Mr. G. N. Orme, at the Magistracy, yesterday, with being in possession of 3,000 lottery tickets.

Defendant was arrested at the Kowloon railway-station while attempting to go to Shum-chun.

Mr. G. W. Goldring applied for a remand on bail.

Mr. Orme (*sotto voce*): What amount will meet the case?

Inspector Gordon suggested \$15,000. Mr. Orme: Fifteen thousand dollars? The Police then suggested that \$3,000 would suffice—a dollar for each ticket.

Mr. Orme granted bail in \$3,000.

LONDON-BUENOS AIRES AIRSHIP TRIP PLANNED.

Sir Woodman Burridge announces that he has booked passengers from London to Buenos Aires aboard the airship which is proposed shall undertake the trip next August. He says the preparations are being made by the Victoria interests and it is expected that the voyage will not take more than six days. Sir Woodman will take his wife with him, and he believes that there will be other women passengers. The total number of passengers, he says, will be about fifteen. As at present arranged there will be two stopping places—one in Spain and one in Brazil.

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FURNISHING DEPT.

HIGH CLASS
DRAWING AND DINING ROOM
FURNITURE.
NEW DESIGNS. BEST WORK.

TEAK FURNITURE
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TO-NIGHT! 9.15 p.m. TO-NIGHT!

LEST WE FORGET

A
\$250,000 Gold Production with a cast of 3,000 people.
Immortalizing the sinking of the "Lusitania" and Charles
Frohman's last words:
"Why Fear Death? It is Life's Most Beautiful Adventure."
A MIGHTY PRESENTATION OF THE CAUSES THAT
LED AMERICA INTO THE GREAT WAR.

MATINEE

Sunday, April 13th, at 6 p.m.

THE LION'S PAUL

Featuring Betty Shade & Ward Bourgeois

BOOKING AT ANDERSON'S

MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply:—

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Manufacturers of the well known

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Office:—31, OLD GILMAN STREET, Tel. No. 2889.

Manufacture:—18/22, ARGYLE STREET, Mongkok, Tel. No. K268.

Hongkong, March 3rd, 1919. [469]

Powell Ltd.
TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

Just arrived

LIGHT-WEIGHT WORSTED & CASHMERE

GOLF HOSE

IN MANY SMART COLOURINGS INCLUDING KHAKI

COOL

SUMMER UNDERWEAR

Having placed our orders early
we are able to offer our underwear
at much lower prices than prevailing
to-day.

INSPECTION INVITED.

SHIPPING NEWS

ARRIVALS.

April 10th.

Alicorne, Chinese str., 308 tons, Capt. Loung Hing, from Pakhoi and Hoihow, which latter port she left on April 9th, with a general cargo. — Chiat On S.S. Co.

Tamsui, British str., 910 tons, Capt. de Wolf, from Canton, B. & S.

Tientsin, British str., 1,227 tons, Capt. Hope, from Shanghai, which port she left on April 6th, with a general cargo. — Butterfield & Swire.

April 11th.

Fuji Maru, Japanese str., 679 tons, Capt. Watanabe, from Daiton, which port she left on April 4th, with a general cargo. — Sato.

Holida, Norwegian str., 1,055 tons, Capt. A. Sveen, from Saigon, which port she left on April 8th, with a cargo of rice. — Thoresen & Co.

Kamui Maru, Japanese str., 1,483 tons, Capt. K. Matsui, from Canton, which port she left on April 10th. — N.Y.K.

Kai, Chinese str., 1,056 tons, Capt. Hogg, from Wuhu, which port she left on April 5th, with a cargo of rice.

Koyo Maru, Japanese str., 889 tons, Capt. Umetsu, from Keelung, which port she left on April 7th, with a cargo of coal. — O.S.K.

Sylvan Arrow, American str., 3,000 tons, Capt. Sandberg, from New York. — Standard Oil Co.

Tenshu Maru, Japanese str., 2,483 tons, Capt. Yoshiki, from Kobe and Moji, with a general cargo. — N.Y.K.

Wallower, British schooner, 1,677 tons, Capt. Pritchard, from Rangoon, with a general cargo.

CLEARANCES

April 11th.

Alicorne, for Pakhoi.

Benz Maru, No. 2, for Yokohama.

Hong Canton, for Kwong Chow Wan.

Hong Bee, for Rangoon.

Kaho, for Canton.

Komin Maru, for Takao.

Pierre Michel, for Haiphong.

Shun Shing, for Kwong Chow Wan.

Singaporean, for Teikong.

Tientsin, for Canton.

Yuen Sang, for Manila.

STEAMER MOVEMENTS.

The s.s. *Key West* left Shanghai on April 10th and is due here on April 14th.

The s.s. *Tsipo Maru*, according to telegraphic advices received, arrived at Yokohama on the morning of April 10th, according to schedule, and is due at this port on April 22nd.

WEATHER REPORT.

April 11th, at 12.30. — No return from Japan and Vladivostok. Pressure has increased slightly to moderately at all reporting stations. An anti-cyclone appears to have developed over N. China and moved seaward; the depression over Tongking has lifted up.

Hongkong rainfall, for the 24 hours ending at 10 a.m. 4.73 inch. Total since January 1st, 4.55 inches, against an average of 7.73 inches.

The forecast for the 24 hours ending at noon to-day is as follows: —

DISTRICT	FORECAST.
Hongkong to Gap Rock	E. winds, fresh; cloudy, rain.
Formosa Channel	North winds, fresh.
South Coast of China between Hongkong and Lameeks	No. 1.
South Coast of China between Hongkong and Hainan	No. 1.

ON SALE.

HONGKONG HARBOR REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the Session 1918.

REVISED BY THE MEMBERS.

* PRICE — — — — — \$5.

"Daily Press" Office.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TO	DATE	TIME
KOBE	SUISANG	Sun.	13th Apr. D'light.
SHANGHAI	HOFANG	Tues.	15th Apr. D'light.
TIENTSIN	CHIFSHING	Wed.	16th Apr. D'light.
HAIPHONG	TAKSANG	Wed.	16th Apr. 8 a.m.
SHANGHAI	KWONGSANG	Thurs.	17th Apr. D'light.
SHANGHAI	CHOYANG	Fri.	18th Apr. D'light.
KOBE	CHAKSANG	Fri.	18th Apr. D'light.
MANILA	LOONGSANG	Fri.	18th Apr. 3 p.m.
STRAITS & CALOUTTA	KWANGSANG	Sat.	19th Apr. 3 p.m.
KOBE	YATSHING	Sun.	20th Apr. D'light.
TIENTSIN	CHOYANGSANG	Wed.	23rd Apr. D'light.
MANILA	YUENSANG	Fri.	25th Apr. 3 p.m.

CALOUTTA LINE. — This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE. — Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE. — A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE. — Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE. — One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through bills of lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE. — A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

UNDER STRAITS GOVERNMENT PASSENGER REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong: —

Address	From
Tantak	Shanghai
Wanshan	Shanghai
Changyuan	Shanghai
Changyuan	Shanghai
Yinglung	Shanghai
Shinpei Souku	Shanghai
Back	Tokio
Yuties	Shanghai
S. Hoshino	Tokio
Brown St. George's Hotel	Yokohama
Changcheshi	Shanghai
Cha Ho	Shanghai
Pektoachan	Amoy
Sayongchong	Amoy
Sweetee Co.	Amoy
Oowantapan	Amoy
Yeechoong	Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong: —

Address	From
Modi	Rangoon
O. S. Orlick	California
T. Nsaki	Takow
T. ylor	Manila
Vagueux	Sorresolapins

CHURCH SERVICES.

St. John's Cathedral, Hongkong. 6th Sunday in Lent, 12th April, 1919. Holy Communion (7.40 a.m.), Service, Merbecke; Hymns, 523, 112, 108, 308 and 551. (Matins 8 a.m.) Responses, Ferial; Venite, Turle; Psalms, 144 and 136 in unison; Hymn 107, verse 1, 4 and 7 in unison; Hymn 98, verse 1, 3 and 6 in unison. N.B. — Sinner's "The Crucifixion" will be sung on Good Friday evening at 9.15 p.m.

St. Andrew's Church, Kowloon. Palm Sunday, 12th April, 1919. Morning Prayer at 11 a.m. Marche Funebre — Chopin. Responses, Ferial; Venite, Turle; Psalms, of the 13 morning; 68 Crotch, Cooke; To Deum, Woodward, Smart and Turle; Benedictus, Barnby; Hymns, 280, 186, 180. Opening Voluntary. Evening Prayer at 8 p.m. Responses, Ferial; Psalms, of the 13th evening; 69 Barnby, Turle; Turle; Magnificat, Barnby 15th morning; Nunc Dimittis, Heywood 16th evening; Hymns, 181, 344, 428, (A. and M. 280 2nd Tune), 249 (Part 3), 25. Vesper Hymn.

St. Peter's Church, During Repairs, 8 a.m., Holy Communion at St. Stephen's Church, 11 a.m., Morning Prayer and Sermon at the Diocesan Boys' School.

Union Church, Kennedy Road, Sunday Services, April 13th, 1919. Morning Service at 11 a.m. Hymns, 10, 49, 64, 71; Paraphrase 68; Subject, Christ's Innocence. Evening Service at 8 p.m. Hymns, 365, 25, 68, 197, 191; Subject, Christ's Death. Preacher, Rev. J. Kirk Macdonald.

First Church of Christ, Scientist, MacDonnell Road, Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

HONGKONG TIDE TABLE

From 12th to 16th April, 1919.

		HIGH WATER		LOW WATER	
Day	Time	H'kong Standard Time	Height	H'kong Standard Time	Height
Satur	12 m	8 7	4 3	1 38	1 9
Su	13 m	8 11	0 0	1 48	2 7
Mon	14 m	8 27	5 7	2 6	2 0
		8 57	5 8	2 28	2 3
Tues	15 m	8 47	6 1	2 36	2 2
		9 40	5 6	2 7	1 9
Wed	16 m	9 8	6 2	3 2	2 3
		10 30	5 4	3 45	1 6
Thur	17 m	9 30	6 4	3 39	2 6
		10 55	5 1	4 28	1 5
Fri	18 m	9 52	6 6	3 54	2 8
		11 25	4 7	5 0	1 4
		11 55	4 4	5 40	1 6

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES via HONGKONG, SAIGON, STONE & CO.	PAUL LEOAT	Brit. str.	—	—	MESSAGERIES MARITIMES	About 10th May
MARSEILLES & LONDON via STONE, PANG & CO.	NELSON	Brit. str.	—	—	P. & O. S. N. Co.	About 27th inst.
LONDON via SINGAPORE, PENANG & CO.	IVO MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 19th inst. at Noon.
LONDON	CHIFUKU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst.
FAN FRANCISCO via SHANGHAI & J. PAN, & CO.	EVADOR	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 23rd inst.
FAN FRANCISCO via SHANGHAI JAPAN & CO.	CHINA	Am. str.	—	—	CHINA MAIL S.S. Co., Ltd.	On 22nd inst.
SAN FRANCISCO via SHANGHAI & JAPAN, & CO.	NISSON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 28th inst.
NEW YORK	SAVIO PRINCE	Am. str.	—	—	SHAW, ROSEN & CO.	End of Apr. 1
SEATTLE	SENATOR	Am. str.	—	—	THE ADMIRAL LINE PACIFIC S.S. Co.	On 20th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	MANILA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day.
VICTORIA, B.C. & SEATTLE via SHANGHAI, & CO.	EWU MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 6th May, at 11 a.m.
VANCOUVER via SHANGHAI, JAPAN & CO.	EMPEROR OF RUSSIA	Brit. str.	—	—	CANADIAN PACIFIC O.S. LD.	On 1st May.
AUSTRALIAN PORTS	KOHO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 14th inst.
AUSTRALIAN PORTS via MANILA	NIRIO MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 23rd inst. at 11 a.m.
SUEZ, ALEX. RIO DE JANEIRO, & CO.	HIMALAYA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 16th inst.
VAL PARAIRO via JAPAN, HONOLULU, SAN FRANCISCO	SMITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 2nd May.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 19th inst. at 11 a.m.
KOBE	SUBANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	To-morrow, at D'light.
SHANGHAI	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
SHANGHAI	CHOWANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 17th inst. at Noon.
SHANGHAI	KWANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at D'light.
SHANGHAI	NERA	Fre. str.	—	—	MESSAGERIES MARITIMES	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 21st inst. at 11 a.m.
TAKAO via SWATOW & AMOY	ROSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 24th inst. at 9 a.m.
KEELUNG via SWATOW & AMOY	AKAKUSA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SWATOW, AMOY & POCHOW	HAIBONG	Brit. str.	—	—	JOTUNG LIPKAT & CO.	On 16th inst. at 1 p.m.
SWATOW & BANGKOK	CHINHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst. at 10 a.m.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	To-day, at Noon
SINGAPORE, PENANG & BELAWAN DELI	VAN WAERWYCK	Dut. str.	—	—	JAVA-CHINA-JAPAN LYN	On 18th inst. at 3 p.m.
STRAITS & CALOUTTA	KWANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	To-day, at Noon
CALOUTTA via STONE, PANG & BANGKOK	SHIBU MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 18th inst. at 11 a.m.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	THE SHIP MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	To-day at 11 a.m.
BOMBAY via STRAITS & COLOMBO	DUNERA	Brit. str.	—	—	P. & O. S. N. Co.	On 18th inst. at 4 p.m.
JAVA	TIPIANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LYN	About 20th inst.



PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong	Arrive Vancouver
"EMPEROR OF RUSSIA"	1st May	10th May
"EMPEROR OF ASIA"	28th May	16th June
"EMPEROR OF RUSSIA"	28th June	14th July
"EMPEROR OF JAPAN"	28th July	30th July
"EMPEROR OF ASIA"	24th July	11th August
"MONTEAGLE"	2nd August	28th August
"EMPEROR OF RUSSIA"	21st August	8th September
"EMPEROR OF ASIA"	18th September	6th October

"FARES-HONGKONG TO EUROPE"

"EMPEROR OF RUSSIA"	"EMPEROR OF ASIA"	Gold \$491.00
"EMPEROR OF JAPAN"	"MONTEAGLE"	Gold \$436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings and conditions of service, apply to the General Agent, Passenger Dept. P. & O. S. N. Co., Ltd., 22, Des Vaux Road Central, HONGKONG.

Y. K. K.



YAMASHITA KISEN KAISHA (THE YAMASHITA STEAMSHIP CO., LTD.)

NANTO MARU No. 1...	REGULAR SERVICE FOR
NANTO MARU No. 2...	FREIGHT BETWEEN
NANTO MARU No. 3...	HONGKONG, BANGKOK
SOEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU	
CHESAN MARU	

FOR PARTICULARS PLEASE APPLY TO— M. KOBAYASHI, Agent, Top Floor, King's Building, 119.

Tel. 140 and 155.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	April 15th	April 16th

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fare. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to BUTTERFIELD & SWIRE, Agents.

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P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
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"NELLOBE" 27th April 2nd June 10th June

FOR BOMBAY VIA STRAITS & COLOMBO.

"DUNERA" 15th April 4 p.m. Due Bombay about 1st May

FOR SHANGHAI MOJI KOBE etc.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22, Des Vaux Road Central, HONGKONG. Agents. [1]

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK about end of April.

For freight and further particulars, apply to— SHEWAN, TOMES & CO., Agents.

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KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on April 12th, at Noon to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

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"ELLERMAN" LINE.

(MILFMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON and ANTWERP ... "BASSANO" sailing about 20th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI and TSINGTAO ... "YINGHONG" ... On 12th Apr. D'light.
SWATOW and SINGAPORE ... "LIAN" ... On 13th Apr. 10 A.M.
SWATOW and BANGKOK ... "CHINGUA" ... On 14th Apr. 10 A.M.
SHANGHAI ... "TEAN" ... On 15th Apr. Noon.
SHANGHAI ... "SUNNING" ... On 17th Apr. Noon.
SHANGHAI and TSINGTAO ... "KWANGSE" ... On 20th Apr. D'light.
SWATOW and BANGKOK ... "CHANGHONG" ... On 21st Apr. 10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days)

"MAIKONG" ... [Capt. J. W. Evans] TUESDAY, 15th Apr. at 1 P.M.
"MAITAN" ... [Capt. A. H. Stewart] SUNDAY, 20th Apr. at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIE & CO.,
General Managers.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.
S.S. "ECUADOR" ... Apr. 23rd, 1919.
S.S. "COLOMBIA" ... May 1st, 1919.
S.S. "VENEZUELA" ... June 15th, 1919.

For New York via the Panama Canal,
S.S. "ECUADOR" ... April 14th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 141

COMPANY'S OFFICE in Alexander Building, Upper Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NELLORE	27th April.	2nd June.	10th June.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	15th Apr. 4 P.M.	1st May

SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about
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Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	YOKOHAMA MARU 12,340 tons	Mon. 21st Apr. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	KAMUKARA MARU 12,410 tons	Sat. 19th Apr. at 11 A.M.
SHANGHAI, and KOBE	IYO-MARU ... 12,330 tons	Sat. 19th Apr. at Noon.
LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSU MARU 15,980 tons	Sat. 3rd May at 11 A.M.
MELBOURNE VIA MANILA, ZAMBOANGA, THURSDAY, TOWNSVILLE, BRISBANE & SYDNEY	NIKKO MARU ... 9,800 tons	Wed. 23rd Apr. at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	TENSHIN MARU ... 12,340 tons	Sat. 19th Apr. at 11 A.M.
HONGKONG VIA SINGAPORE, MALACCA & COLOMBO	TOYO MARU ... 12,340 tons	Middle of April.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SHIMBU MARU ... 12,340 tons	Fri. 18th Apr. at 11 A.M.
	RANGOON MARU	End on April.

‡ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

VIA
MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers
"FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU"
and "KATORI MARU," each of over 20,000 tons displacement.

NEW SAILINGS FROM HONGKONG.

‡ SUWA MARU ... Mon. 5th May, at 11 A.M.
‡ Omitting Manila Eastbound.

For further information apply to
NIPPON YUSEN KAISHA,
S. YASUDA, Manager

Telephone 221 and 222

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	20,000	25th April, From YOKOHAMA
NIPPON MARU	11,000	26th April, From YOKOHAMA
SIBERIA MARU	20,000	22nd May, From YOKOHAMA
TENYO MARU	22,000	6th May
SHINYO MARU	23,000	21st May

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIQUA, and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamer	Tons	Leave Hongkong
SEIYO MARU	14,000	May 3rd
KIYO MARU	17,300	July 12th

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275. T. DAIGO, Manager, King's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000 tons	On or about 20th April
	"SPHINX" ... 20,000 tons	do. 20th May

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID ... "PAUL LECAT" 20,000 tons ... On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building,

TELEPHONE 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"CHIFUKU MARU" ... Sunday, 27th April.
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"MITSUKI MARU" ... Sunday, 13th April

MARSEILLES—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.
"HIMALAYA MARU" ... Tuesday, 15th April.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"MITSUKI MARU" ... Sun'ay, 13th April.

SAIGON

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"KOSHO MARU" ... Monday, 14th April.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Saturday, 18th April.

"CHICAGO MARU" ... Saturday, 19th April.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" ... Tuesday, 22nd April.

JAPAN PORTS—Moji, Kobe, Yokohama.
"KENKON MARU" ... Saturday, 18th April.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"BOSHU MARU" ... Thursday, 24th April, at 9 a.m.

For KEELUNG via SWATOW and AMOY.
"AMAKUSA MARU" ... Sunday, 13th April, at 10 a.m.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" June 15th, 1919. "CHINA" April 22nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. BITTER, Freight and Passenger Agent,
122 House Street, Tel. 1043

Prince's Building

